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No. 27,168 HONG KONG, THURSDAY, MAY 2, 1929. PRICE \$3.00 Per Month.

WHERE OUR MONEY GOES

\$114,782 WANTED

NEW MOTOR ROAD FROM GARDEN ROAD TO MAY ROAD
\$24,000 FOR DRAINAGE

Following the meeting of the Legislative Council this afternoon the Finance Committee will meet to consider Supplementary Votes totalling \$114,782.

The official memoranda explaining the items are as under:—

Estimates, 1928

Miscellaneous Services, Transport of Government Servants, \$4,506.

Provision made in Estimates \$ 200,000

Provision made by Supplementary Vote 60,000

Total \$ 260,000

The Supplementary Vote taken on December 17, 1928, has proved to be insufficient on account of Crown Agents' expenditure exceeding the sum then estimated.

A further vote of \$4,506 is requested to meet the excess.

Rent Allowance

Miscellaneous Services—Rent Allowance, Senior Officers, \$1,165.

Provision made in Estimates \$ 72,000

Provision made by Supplementary Vote 17,000

Total \$ 89,000

The Supplementary Estimate furnished in November, 1928, for the cost of this service has fallen short of actual expenditure by \$1,165 and a further vote for this sum is requested.

Miscellaneous Services—Stationery, \$3,600.

Provision made in Estimates \$ 60,000

Provision made by Supplementary Vote 30,000

Total \$ 90,000

The actual cost of this service has exceeded the sums voted by \$3,600 and a further supplementary vote for this amount is requested.

Crown Agents Commission

Miscellaneous Services—Crown Agents' Commission, \$1,350.

Provision made in Estimates \$ 12,000

The volume of business passing through the Crown Agents has been greater than anticipated. The commission paid to them has exceeded the Estimate by \$1,350 and a vote for this sum is requested.

For Charity

Charitable Allowances unallocated, \$833.

Provision made in Estimates \$ 3,200

Provision made by Supplementary Vote 2,400

Total \$ 5,600

A charitable pension of \$52 per annum was granted for the benefit of the widow of Sergeant Glendinning for which there was no provision in the Estimates, the grant having been awarded after the Estimates were passed.

The Crown Agents having paid the pension through the Commonwealth Government of Australia for the period 1.1.27 to 1.7.28, a Supplementary Vote is requested for \$888.

Estimates, 1929

Medical Department:—Books \$500.

Provision made in Estimates \$150.

To purchase literature on Public Health and preventive medicine in connection with the reorganisation of the Medical and Sanitary Departments.

Firemen's Masks

Fire Brigade:—Purchase of rescue apparatus, \$500.

A sum of \$500 has been provided in the 1929 Estimates for ori nasal masks. A more suitable mask has now been placed on the market and it is proposed to order two peroxide sets in place of the ori nasal masks, the vote for which will lapse.

A Supplementary Vote is therefore requested for a sum of \$500 which will be met from savings under sub-head 18.

The above is to be met from savings under ori nasal masks.

Health Bureau

Miscellaneous Services—League of Nations Health Organisation Eastern Bureau, \$3,000.

Provision made in Estimates \$3,000.

A sum of \$3,000 was provided in the 1928 Estimates for this grant

RESCUE TUG
WILL THE "KAU SING" FETCH A GOOD PRICE?
AN EXPERT'S VIEW

The ultimate fate of the rescue tug, "Kau Sing" is uncertain. A "China Mail" representative took upon himself this morning the task of soliciting opinions from two well-known marine surveyors—men who hold an extra master ticket.

The "Kau Sing" he was told, should not have been allowed to come into existence at all. It would for ever remain a mystery why sanction for the boat to be built with a single screw was given in the first instance.

The two old skippers said that to any man with any nautical experience it would at once be apparent that to have a rescue tug with only one screw was nothing short of a huge joke.

These two "old timers" are also of the opinion that the "Kau Sing" will not fetch a good price if placed on the market. The fact that she is a single screw vessel and the length of time it takes to get her steam up will be enough to prevent her from being sold at a good price.

To convert her into a useful tug will cost too much, and the only use she can be put to will be that of a tow.

Puzzling?

"But what puzzles us is the fact that no one in the Harbour Office seemed to have found out her defects until after the 'Hsin Wah' disaster. One might suppose that the 'Kau Sing' would have remained to grace our harbour and to take on bargains indefinitely had it not been for the 'Hsin Wah' disaster."

As a rescue tug, one skipper said, the "Kau Sing" does not live up to her name, and the sooner she is replaced by a seaworthy and up-to-date tug specially built for the purpose, it will be better for shipping.

but the Crown Agents were unable to effect payment in time to include it in the 1928 accounts. The sum has therefore been debited in the January, 1929, account and a revote is now requested.

Shamshui Market

Public Works, Extraordinary—Buildings, New Kowloon, Shamshui Market Extension (20 Stalls) \$16,000.

Provision made in Estimates, \$3,000.

Provision was made in 1928 under Head 31 P.W.E. S.H. 63 \$25,000.00

Expenditure during year 1928 5,996.53

Unexpended balance 19,003.47

Amount voted in 1929 3,000.00

Amount required \$16,003.47

The contract for this work was not signed until September 6, 1928, and in consequence only a comparatively small expenditure had been incurred by the end of the year.

Electrical Wiring

Public Works, Extraordinary—33, Hong Kong Miscellaneous, Renewing electrical wiring at Government Buildings, cost of renewing electrical wiring at Peak Hospital, \$2,200.

Provision made in Estimates. The old electrical wiring at the Peak Hospital is reported to be in a dangerous condition and should be renewed.

The above mentioned Vote is fully allocated in renewing electrical wiring at the Maternity Block, Government Civil Hospital, Harbour Office and certain quarters at Victoria Gaol.

A supplementary vote is therefore requested.

Drainage Works

Public Works, Extraordinary—Hong Kong General Works, Drainage, Sewage and Storm Water Drains, \$24,000.

Provision made in Estimates \$30,000.

To carry out drainage works rendered necessary by development of new sites and erection of new buildings a supplementary vote is urgently required. In the Public Works Department's draft Estimates for 1929 a sum of \$50,000 was requested to meet the cost of drainage works during the current year but this was reduced by the Estimates Committee to \$30,000. Owing to improved conditions this sum has proved inadequate. There will be a saving on this year's Estimates on the vote for the Sai Ying Pun new market

(Continued on Page 7.)

HOW "LABOUR DAY" PASSED OFF
FIGHTING IN BERLIN
WHOLESALE ARRESTS IN FRANCE
QUIET DAY IN LONDON

Berlin, Yesterday.

Three of the Police have, so far, been killed and 24 injured in a conflict between Communists in northern Berlin at nightfall.

The Communists' casualties are unknown.

An armoured car has been brought up.

Fighting is also proceeding in the eastern and south-eastern parts of the city which are plunged in darkness.

Mob Riot

In the latest rioting casualty list six are dead and 80 wounded including Police.

The rioting has now ceased. The fighting which broke out at nightfall followed a comparatively quiet day and began by thousands of the working class inhabitants of northern Berlin, armed with firearms, clubs and stones rushing in from side streets towards the main thoroughfare of Fankstrasse.

The rioters quickly threw up barricades, made from street repairing material, across the street.

The officer in charge of the police, recognised that his force of 500 was likely to be overwhelmed, and opened fire.

The fighting rapidly developed, sharp shooters firing from houses.

The Police repeatedly charged the barricades, which were only captured after hours of fighting and the aid of an armoured car and searchlights which were speeded up as reinforcements arrived.

A Truce!

The arrested include a Communist who made his exit from a house carrying a white flag in one hand and a loaded revolver in the other.

Quiet London Demonstration

London, Yesterday.

The May Day procession towards Hyde Park was the smallest for many years.

Continental Demonstrations

The demonstrations in Oslo were delayed till evening when they were held indoors. Those of Stockholm were postponed until May 5, both owing to bad weather.

Paris, Yesterday.

The proceedings were very quiet, notwithstanding that there were 2,283 precautionary arrests.

The Police seized copies of the newspaper "Le Premier Mai," which to-day replaced the well known "Humanite."

Moscow, Yesterday.

Half a million persons participated in the demonstrations, a feature of which was the March Past Lenin's tomb.

Antwerp, Yesterday.

The Communist meeting was broken up in consequence of a dispute between Stalinists and Trotskyites. Two arrests were effected.

On Biggest Scale Ever Known

London, Yesterday.

Reuters' correspondents throughout Europe indicate that Police mobilisation in the various capitals yesterday was on the biggest scale ever known. 3,500 suspected "Reds" were arrested in Paris, and 1,000 in Berlin.

The Police opened fire at Kovno and a number of Communists, who defied the ban against demonstrations, are reported killed.

The death toll in Berlin will very likely be increased, as about a score are in hospital in a desperate condition.

Nineteen were injured in rioting at Kappenberg (Styria). The rest of Europe has apparently been peaceful.—Reuter.

No Disorder in New York

New York, Yesterday.

Ten thousand persons demonstrated in Union Square, on the occasion of the first officially sanctioned Labour Day parade since the war. There was no disorder.—Reuters' American Service.

Earlier Cables

Berlin, Yesterday.

May Day opened here with nervous expectancy. Police were massed everywhere to frustrate Communist attempts to provoke encounters, a foretaste of which had been given during the past few days when skirmishes of Police and "Red Front fighters" occurred.

Preliminary precautions consisted of the removal of all potential "ammunition" in the shape of bricks used in building operations, flag-

CONGRESS ON MILITARY MEDICINE
1,000 TO BE PRESENT
TO BE HELD SHORTLY IN LONDON
RECEPTION AT ST. JAMES'S

London, Yesterday.

One of the most important of the forthcoming engagements of the Prince of Wales will be the reception at Saint James's Palace on Monday evening to distinguished doctors, who will come to London to attend the International Congress on Military Medicine and Pharmacy.

The congress will have a membership of nearly 1,000 doctors, dentists or pharmacists who belong to or have belonged to armed forces or to organisations connected with the military medical services.

Forty different nations will be represented.

This congress has developed out of the custom of pooling the medical experience of Allied Armies during war. It has already been held in Brussels, Paris, Rome and Warsaw, and the congress in London is the fifth.

Sir Laming Worthington Evans (War Minister) will open the congress, and one of the first subjects to be discussed will be the extremely modern problem of removing sick and wounded by air.—British Wireless Service.

1929 Rain . . . 3.56 inches

Average . . . 12.08 inches

Deficit Now . . 8.52 inches

Don't Waste Water!

COAL DISPUTE

AUSTRALIAN MINERS REJECT GOVERNMENT PROPOSALS

LEAVING THEM TO SETTLE

Newcastle, N.S. Wales, Yesterday.

The miners having rejected all the Government's proposals as to a settlement in the coal industry, the Ministry now state that they will no longer intervene in the dispute but leave the Union and the employers to settle it themselves.—Reuter.

Police Patrol Streets

The streets are normal, except that many police patrols are ready to check immediately any attempts of Communists to disobey the decree forbidding Labour Day demonstrations.

Wilhelmstrasse and President Hindenburg's residence are strongly guarded and no assembly of people is allowed with a mile of the place.

At some big factories only a small percentage of the workers appeared to-day. Socialist and Communist meetings are being held at halls all over the city.

Police dispersed Communists who were attempting a procession and arrested 32 people.

Numerous Clashes

Berlin, Later.

Numerous Labour Day clashes have occurred between the Police and Communist processions, the demonstrators throwing stones and bottles, also using sticks. The Police fired a few shots, and several demonstrators were wounded. There have been 200 arrests in Berlin.

Elsewhere in Germany events have passed off quietly, except at Breslau where the Communists attacked the Police, who made several arrests.

Quiet in Japan

Tokyo, Yesterday.

May Day celebrations in Yokohama and Tokyo were quiet, though one hundred participants here have been arrested. They include five reactionaries who were caught distributing handbills denouncing Labour demonstrations.—Reuter.

CHINA, BRITAIN AND JAPAN
BOYCOTT REVIVAL?
DECISION ON WITHDRAWAL FROM SHANTUNG
NEW COMMERCIAL TREATY

Overnight Royal Naval reports from Chungking, the Treaty port 1400 miles up the Yangtze River, state that an attempt is being made there to re-establish a boycott of British trade.

General Liu Hsiang, the Szechuanese in control here, has declared his adherence to the National Government in Nanking. His troops, however, are maintaining a position above Ichang (462 miles below Chungking), which is against the desires of the National Government.

Ichang itself is now definitely under Nationalist suzerainty. The first salute of the Nationalist flag at Hankow (370 miles below Ichang) by Japanese was made by the cruiser "Tomei."

Mikado Informed

Tokyo, Yesterday.

The National Government of China having submitted to the Japanese Government details of the plan for the maintenance of peace and order in Shantung province after the withdrawal of the Japanese troops, the Japanese military authorities have decided to complete arrangements to withdraw from Shantung by May 27. The Chief of the Japanese General Staff has informed H.M. The Emperor accordingly.—Reuter.

Texts of Two Notes

Nanking, To-day.

The Chinese Foreign Ministry has issued the texts of two Notes exchanged by Dr. C. T. Wang (the Foreign Minister) and Mr. K. Yoshizawa (the Japanese Minister to China) concerning the question of revision of the China-Japan Treaty of Commerce and Navigation concluded in 1896.

Japan's Note is dated April 27. After explaining in detail Japan's stand that the old Treaty remains valid until a new treaty is concluded, the Note declares:—"Prompted by a desire to promote the friendly relations subsisting between the Chinese and Japanese peoples and further to strengthen the bonds of friendship," if the National Government of China expresses its sincere desire to conclude a new treaty in the friendly spirit in which the existing one was concluded, Japan will agree to the proposal and jointly declare with the National Government their mutual sincerity and agreement for the revision of the old Treaty.

Dr. Wang, replying on April 27, states that he has noted the Japanese viewpoint and declares that the National Government is prepared to enter into negotiations very shortly for the revision of the Treaty on a principle of equality, reciprocity and mutual respect of sovereign rights.—Reuter.

[Earlier cables are on page 9.]

CAPITAL ISSUES

RAISED IN BRITAIN IN ONE YEAR

ENORMOUS SUM

London, Yesterday.

Statistics compiled by the Midland Bank show that new capital issues, excluding British Government loans raised directly for a national purpose, amounted during the year, ending April 30, to the enormous sum of \$389,565,000.—British Wireless Service.

DIPLOMATIC CORPS

JAPANESE AMBASSADOR TO RUSSIA RESIGNS

ILL-HEALTH THE REASON

Tokyo, Yesterday.

It is officially announced that Mr. Tokichi Tanaka has resigned the Ambassadorship to Russia on the ground of ill-health.

His successor has not yet been decided.—Reuter.

FLAGSHIP IN CHINA

H.M.S. "Kent," flagship of H.E. the Commander-in-Chief, China, left Amoy yesterday for Shanghai.

For the fourth year in succession Mr. Henry Sodwick, aged 90, won first prize for the best team of horses at Llangollen, Denbighshire, annual ploughing match.

MOTOR TAXATION?
WHAT THE LOCAL SCHEME PORTENDS
SOME OPINIONS

Local motor car dealers as well as private car owners are much concerned over the recommendation made in the report to the Government to tax all classes of motor vehicles, so as to bring the taxation into line with Great Britain.

A "China Mail" representative interviewed several private car owners and managers of garages this morning, and their opinions are recorded below.

"This is an anti-progressive policy," said one proprietor of a well-known motor garage. He expressed himself in no uncertain terms. He said that on the face of the recommendation it amounted to nothing else but to bar American and other make of cars from the market, and to make place for British cars.

Killing Its Progress

British cars, he said, were manufactured in conformity with the high taxation imposed in Britain. They were, therefore, of small horse power, and that being the case, American cars could not hope to meet with any demand here, if the taxation came into force. These vehicles were built for speed and if motor cars were taxed according to their horse power, British machines would enjoy a good sale, because no owners would be so foolish as to pay tax on 26 h.p., when 7 would do as well in Hong Kong.

He also said that Hong Kong would be killing its own progress by passing this scheme into law. The greater the number of cars running in the Colony, the more prosperous it would be. A taxation of this form would, without doubt, place a great set-back to the motor industry as well as the business of local dealers.

Favours Petrol Tax

He agreed that there was a high tax placed on motor vehicles in Europe, but, he added, Hong Kong must not take that as an example. The reasons were obvious, he said. A car owner in Europe would willingly pay the high tax, because a motor car there was a necessity. There was a wider territory to travel, and more places to go for a pleasure jaunt. Hong Kong did not offer these amenities. Most of the private owners in the Colony kept a car, because they wanted to go to and from their offices. If this heavy taxation came into force, there would be many men who would at once give up their cars.

A private owner, interviewed, said that to tax a car according to its units of horse power would be most unfair. He instanced the case of a 7 h.p. machine and a 26 h.p. machine. In the case of the latter, the owner would have to pay \$52 tax per annum, and the former would only have to pay \$14. "But is there anyway to prevent the car paying \$14 to make less use of the road than the car paying \$52?" he asked.

Is It a Luxury Tax

"Why should not a man own a good and speedy car, if he wants to, and why should the Government make him pay for it? Is this a luxury tax or a motor tax? If it is a motor tax, then tax all vehicles according to their consumption—that is, tax the petrol consumed. It will be most fair to all."

He was also of the opinion that if the Government were to increase the licence fee by 25 per cent. per annum, it would bring into the Government's coffers sufficient revenue to maintain good roads, and to pay for the army of traffic constables, "who are serving no useful purposes," (in his own words).

It appears that opinion is unanimous in that if there is going to be any taxation, let the Government tax the petrol, and not the horse power unit.

Why Pay More?

Another private owner said that the matter of taxation id always been a problem hard to solve to economists and financiers. It had always raised dissatisfaction amongst the populace. In his opinion, it would be more advisable for the Government to drop the recommendation to tax motor

vehicles according to their horse power. To do so would be most unfair.

"What possible argument can the Government put forward in support of its contention that a high horse power vehicle should pay more than the smaller ones. There is nothing to say in favour of the smaller horse power cars," he said. "They have four wheels just as the heavier ones have, and they make use of the road in the same way. They are also subjected to the same consideration from the traffic police. Then why on earth does the Government wish to drive all present owners of good and serviceable cars into selling their machines and buy cheap ones," he queried.

After a moment's reflection he said that if there was anything to be said for and against the expensive cars, it was the fact that they run smoothly and do less damage to the roads than the cheaper grades of "tin can" four wheelers. "What a joke," he said, to ask the owner of a good car to pay more in taxes just because he had spent more money in buying a good car of 26 h.p."

(Continued on Page 7.)

GARTER MISSION TO JAPAN
DUKE'S ARRIVAL
TREMENDOUS SALUTE FROM JAPANESE WARSHIPS
SCENES IN YOKOHAMA

Yokohama, To-day.

Seven years ago I.R.H. the Prince of Wales stepped ashore at the Yokohama that was, a year later, to be leeked to the dust by one of the greatest disasters in history. This morning his brother the Duke of Gloucester, bearing the insignia of the Most Noble Order of the Garter for presentation to the Emperor of Japan, landed at the reconstructed port city which has now risen phoenix-like from its ashes.

Long before the cruiser "Suffolk," bearing the Duke and members of his suite, hove into sight, huge crowds of spectators had gathered at every vantage point along the sea front, while, on the pier at which he was to land, a large and distinguished assemblage of Japanese notables, together with the British Ambassador and members of his staff and numbers of British residents for whose accommodation special arrangements had been made, were present awaiting his arrival.

Escort For "Suffolk"

The weather was bright and the sea calm as, accompanied by an escort of Japanese warships, the "Suffolk" at last loomed into view. A thunderous salute of guns from the Japanese men-of-war assembled to greet the Royal visitor broke out upon the morning air.

Contrary to original plans H.M.S. "Suffolk" went alongside the wharf and tied up at 8.15 a.m. Prince Chichibu, Sir John Tilley, and others went on board to greet the Royal visitor.

After a short interval the Duke of Gloucester stepped ashore, the strains of "God Save The King," played by a naval band on the pier, swelled forth, the Japanese guard of honour presented arms, and all present stood to attention, while the Duke himself stood rigidly at the salute. Then followed an inspection of the Guard-of-Honour and the presentation of the members of the British Embassy staff, with each of whom the Royal visitor shook hands and exchanged a few words. Following on this came the presentation of various Japanese notables and others, and addresses of welcome by the Mayor of the city and by a representative of the British community.

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S.S.	Tons	From Hong Kong About	Destination
*NAGPORA	5,283	4th May	Marseilles, London, Hull, Antwerp.
*KIDDERPORE	5,334	8th May	Rotterdam & Hamburg.
*KALYAN	9,144	11th May	Straits, Colombo & Bombay.
*MORSA	10,983	15th May	Marseilles, London & Hull.
*LAHORE	5,252	1st June	Bombay, Marseilles & London.
DELTA	8,497	8th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
*JEYPORE	5,318	15th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
RAIPUTANA	16,568	22nd June	Bombay, Marseilles & London.
*PERIM	7,648	29th June	Marseilles & London.
KASHGAR	9,005	6th July	Marseilles, London & Hull.

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BRITISH INDIA-APCAR SAILINGS.

TAKLIWA	7,330	4th May	Singapore, Penang & Rangoon.
TAKADA	6,949	11th May	Singapore, Penang & Calcutta.
TALAMBA	3,913	21st May	Singapore, Penang & Calcutta.
TALMA	10,980	2nd June	Singapore, Penang & Calcutta.
SANTHIA	7,754	9th July	Singapore, Penang & Calcutta.
TAKLIWA	7,330	10th July	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ARAFURA	6,000	8th May	Manila, Sandakan, Thursday Island.
TANDA	6,956	31st May	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	5th July	
ARAFURA	6,000	2nd Aug.	
TANDA	6,956	30th Aug.	

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Regular monthly sailings from Hong Kong to Japan and Hong Kong
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The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*PERIM	7,648	6th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	7th May	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,497	10th May	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,980	13th May	Shanghai, Moji, Kobe & Yokohama.
*ROSSINGTON	—	14th May	Shanghai, Moji, Kobe & Yokohama.
COURT	—	21st May	Shanghai, Moji, Kobe & Yokohama.
*GURNA	5,248	22nd May	Shanghai, Moji, Kobe & Yokohama.
RAIPUTANA	16,568	24th May	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	4th June	Shanghai, Moji, Kobe & Yokohama.
SANTHIA	7,754	5th June	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
*TILSINGTON	—	10th June	Shanghai, Moji, Kobe & Yokohama.
COURT	—	—	—
*MIRZAPUR	6,715	10th June	Shanghai, Moji, Kobe & Yokohama.
*ALFORD	5,273	19th June	Shanghai, Moji, Kobe & Yokohama.
TAKLIWA	7,330	19th June	Shanghai, Moji, Kobe & Yokohama.
RANPURA	16,601	21st June	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate, and subject to alteration without notice.

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Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
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SAILINGS FROM HONG KONG.

S.S. "RHEXENOR"	Via Suez Canal	8th May.
S.S. "CITY OF LILLE"	Via Suez Canal	10th May.
S.S. "NELEUS"	Via Suez Canal	15th May.
S.S. "CITY OF SINGAPORE"	Via Suez Canal	16th June.

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GIRL KILLED BROTHER'S STORY OF THE CRIME JUNK FOKI CHARGED

The case in which Chau Kau, a
former foki of a cargo junk who
is charged with the murder of the
two daughters of his master,
Chung Pin, on March 18, was re-
sumed at the Central Magistracy
this morning. Chung Sui-kuen
(14), the son of Chung Pin, gave
evidence which corroborated the
opening statement of Mr. Somer-
set Fitzroy (Assistant Crown At-
torney).

Mr. L. R. Andrewes, Assistant
Crown Solicitor, questioned the
lad about the crime. Witness
said that on the day in question
he was with his two sisters out-
side a certain shop in Bonham-
strand West when accused came
up to them and they boarded
their dinghy which was alongside
the Praya wall near Wing Lok
wharf. He (witness) did not
know where his father's junk was
moored at the time, but accused
said that it was anchored opposite
Kennedy Town.

How accused attacked his two
sisters with a board, which was
lying loose amidships, and also
with a knife was described by the
boy. After striking his second
sister accused attacked him,
grasping him by the throat, and
with a knife struck him on the
side of the head. In the struggle
he fell over the side of the dinghy
into the water. After again cut-
ting him on the wrist accused
rowed to the shore. He (witness)
swam about for some time before
being picked up by a sampan.

Previous to the boy's evidence,
Tang Tak-hi, interpreter at the
Central Police Station, gave evi-
dence of reading the charge of
murder to accused. He read it in
the Puntli dialect. He also took
down a statement made by ac-
cused, which was signed by the
latter with a cross mark.

This statement was then read
out in Court in Chinese, and the
Magistrate repeated it in English.
It was to the effect that another
boat man had committed the
murders and had asked accused to
run away with him.

When asked to question wit-
ness, accused said that the Macao
Police had assaulted him, and he
was forced to make the state-
ment.

The interpreter then informed
His Worship that accused had not
told him of that fact.
Case proceeding.

CONSIGNEES.

NOTICE TO CONSIGNEES.

LOYD TRIESTINO NAVIGATION
COMPANY.

The Chartered Steamship,
"ROSANDRA"

arrived from Trieste and ports on
the 27th April, 1929, and in conse-
quence of fire on board whilst en-
route to the Far East, consignees of
cargo are hereby notified that a Gen-
eral Average has been declared. It
is, therefore, necessary for the Aver-
age Bond to be signed, and a de-
posit of 25 per cent. paid on the
market value of the goods on arrival.

All goods are being landed at con-
signees' risk into the non-hazardous
hazardous &/or extra hazardous
goods of the Hong Kong & Kowloon
Wharf & Godown Co., Ltd. at Kow-
loon, whence delivery may be obtain-
ed.

All damaged cargo will be ex-
amined by Messrs. Goddard &
Douglas on 1st May, 1929, at 10 a.m.
No claims will be admitted after
the goods have left the godown, and
all goods remaining undelivered after
the 3rd May, 1929, will be subject
to rent.

No fire insurance has been effect-
ed. Bills of Lading will be countersig-
ned by

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Agents.

Hong Kong, 27th April, 1929.

NOTICE TO CONSIGNEES.

LOYD TRIESTINO NAVIGATION
COMPANY.

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"ROMOLO"

arrived from Trieste and ports on
the 27th April, 1929, and in conse-
quence of fire on board whilst en-
route to the Far East, consignees of
cargo are hereby notified that a Gen-
eral Average has been declared. It
is, therefore, necessary for the Aver-
age Bond to be signed, and a de-
posit of 2 per cent. paid on the
market value of the goods on arrival.

All goods are being landed at con-
signees' risk into the non-hazardous
hazardous &/or extra hazardous
goods of the Hong Kong & Kowloon
Wharf & Godown Co., Ltd. at Kow-
loon, whence delivery may be obtain-
ed. All damaged cargo will be ex-
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Douglas on 1st May, 1929, at 10 a.m.

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the goods have left the godown, and
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the 3rd May, 1929, will be subject
to rent.

No fire insurance has been effect-
ed. Bills of Lading will be countersig-
ned by

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Agents.

Hong Kong, 27th April, 1929.

PASSENGER LISTS

DEPARTURES

Passengers per "Empress of
Russia" from Hong Kong, on May
1 were:—

Mrs. A. Abramovitch, Mr. and
Mrs. Q. A. Abadilla, Mr. S. Bailey,
Mr. A. G. Bethell, Mr. and Mrs.
W. H. Bloodgood, Mr. W. H. H.
Bloodgood, Miss M. T. Bloodgood,
Miss A. E. Bloodgood, Mrs. A. H.
Brown, Miss V. Brown, Mr. and
Mrs. R. W. Blanchard, Mr. A. Boys,
Miss A. M. Borwin, Mrs. R. H. B.
Burrett, Mr. H. B. Beaumont, Mr.
T. A. T. Begg, Mr. C. Bernard
Brown, Mrs. P. Carpio, Miss P.
Carpio, Mr. Chau Che-wan, Mr. C.
Cruz, Mr. Chow Pak-kam, Mrs.
R. A. Cooper, Miss A. M. Cooper,
Miss R. A. Cooper, Mr. and Mrs. C.
Coutts, Mr. K. A. Carstensen, Maj.

Shields, Mr. T. Stig-Nielsen, Mr.
and Mrs. C. J. Smith, Mr. T. Sutton,
Mr. and Mrs. M. H. Turner, Mr.
and Mrs. W. C. Tullis, Mr. C.
Thwaites, Mr. W. K. Tait, Miss
M. L. Teague, Mrs. D. Tolan, Miss
L. Tolan, Miss D. Tolan, Mr. Y. H.
Tsao, Mr. Tong Sui-lane, Mr. P. C.
Tang, Mr. L. Taang, Mr. Tam Lai-
Tang, Maj. C. W. R. Tuke, Mr.
Z. B. Tsar, Mr. K. Tokuda, Mr. and
Mrs. E. Thomas, Mr. P. T. Tong,
Rev. and Mrs. G. Upsdell, Mr.
J. Upsdell, Mrs. S. G. Vaca,
Mr. and Mrs. A. Villases, Mrs.
Wing T. Toy, Mr. H. Worham, Dr.
Wou Sao-fong, Mr. W. J. Woolley,
Mr. E. Wood, Miss F. D. Willis,
Mr. Wong Yue-chuen, Mr. K. W.
Wong, Mr. W. Wong, Mrs. K. B.
Walters, Mr. Wong Man-fong, Mr.
C. W. Wales, Mr. Wong Tick-chung,
Mrs. Wong Feng-see, Mrs. Wong
Tick-chum, Miss Wong Kin, Miss
Wao Shui, Miss Wong Tse-tat, Mr.
D. G. Wong, Mr. Wong Che, Mr.
Wong Shih-yu, Mrs. D. G. Wong,
Mr. and Mrs. F. Wiener, Mr. A.
Welhaven, Mr. Yew Young-chung,
Mrs. W. Yip, Mr. S. C. Yiu, Mr.
H. L. Yang, Miss Yow Oi-wo.

Per s.s. "Shinyo Maru" for San
Francisco and Los Angeles on May
1:—

Mr. H. T. Brooks, Mr. S. Ohta,
Mr. and Mrs. M. Cummins, Mr.
M. C. Hsu, Mr. A. L. Wan, Mr.
Y. S. Wen, Mr. Tsa Wing-nin, Mr.
G. Kago Shima, Mr. M. Tsuji, Mr.
G. C. Yun, Mr. J. Sandberg, Mr.
Magnus, Mr. Gande, Mr. and Mrs. P.
Charlier, Mr. H. Coole, Mr. K.
Yoshida, Mr. J. N. Mehlay, Mr.
Chu Lai-chun, Mr. C. S. Hsu, Mr.
Chow Yan, Mr. T. T. Wu, Mr. T. Y.
Kwan, Mr. N. P. Kwan, Mr. P. L.
Leung, Mr. Tsui Siu-hoi, Mr. Li
Sang-chak, Mr. Lau Po-san, Mr.
and Mrs. Uhler, Mr. T. Yamauchi,
Mr. M. Maraki, Mr. and Mrs. K.
Torri and infant, Mrs. T. Onshima,
Mr. Y. Mori, Mrs. C. Uyemura,
Mr. H. Akaba, Mrs. T. Kudo,
Master K. Kudo, Master Y. Kudo,
Mr. H. Matsuo, Mr. Yamamoto, Mr.
E. Anne, The Hon. Sir Charles,
Lady Fawcett, Mr. B. Naess, Mr.
L. A. Saunders-Jacobs, Mrs. S. J.
Sadowsky, Miss V. Sadowsky, Mr.
C. Mortenson, Mr. F. G. Graham,
Miss F. Frodsham, Miss D. P.
Rackstraw, Mr. and Mrs. H. Dow-
nes, Mr. S. J. Sadowsky, Mr. and
Mrs. A. R. Pollard, Mr. and Mrs.
E. N. Archibald, Mr. C. G. Newell,
Mr. C. E. Philbrick, Mr. A. Mrs.
Otis K. Yambert, Miss F.
Dimalanta, Mr. J. R. A. Bidwell, Mr.
T. S. Sien, Mr. Ho Shun, Mr. Pang
Ho-ying, Miss Pang Peking, Mrs.
Ng Shee, Mrs. Chan Shee, Mrs.
Sum Tse-king, Miss Tang Siu-yin,
Mr. Tang Chu-chong, Mrs. Chu Kit-
hing, Mr. Ho Wai, Mrs. Poon Shee,
Mrs. Leung Kai-tai, Mrs. Lui
Fook-tim, Mrs. Wu Wim-poo, Mrs.
Mok Ming, Mrs. M. So Shee, Mr.
Ho Chik-chu, Mr. Liu Sang-chiu,
Mr. Cheng Do-ching, Mr. Woo Su-
chung, Mr. Chu Tse-kuen, Mr. and
Mrs. Y. T. Lum, Dr. and Mrs. H. P.
Choy, Miss Katherine L. Ching, Mr.
Liao Chung-yang, Mr. Wong Lun-
him, Mr. Luis M. Sanchez, Mrs.
Butha de Sanchez and infant,
Master Luis M. Sanchez.

Mr. C. J. House of Bangkok has
found it necessary to undergo the
anti-rabic treatment at the Pasteur
Institute. He was severely
bitten in the hands by a dog which
unaccountably turned savage and
died a few hours later.

Orders have been issued by the
Kiangsu Stamp Tax Bureau to
Chinese merchants in the Inter-
national Settlement and the French
Concession to attach revenue
stamps to their books before May
1, failing which they will be fined.

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Mr. S. K. Chong, Mrs. R. Chupkhana
and inf. Mrs. B. V. de Carmoza,
Mrs. Cheung Kin-hing, Mr. Chan
Harr, Mrs. A. Chan, Miss M. Chan,
Mrs. E. Davis, Mrs. L. H. Dunlap,
Miss B. J. Dunlap, Miss M. E.
Dunn, Mr. T. Y. Deane, Mr. and
Mrs. J. V. Eleazar, Mrs. I. A. S.
Eccles, Mr. and Mrs. K. M. Fetterly
and family, Mr. J. J. Forster, Mr.
M. Fournier, Miss E. M. Fraser,
Mr. T. Fung, Mr. P. E. Foster, Dr.
A. Frew, Mr. and Mrs. A. H. de
Friest, Mr. H. Feimann, Mr. J. B.
Gabbay, Miss I. Genn, Mr. J. M. B.
Gibbons, Mr. and Mrs. G. V.
Gordon, Miss M. L. Gordon, Mr.
C. M. Gee, Sister E. Hansen, Mrs.
C. F. Hutcinson, Mr. K. C. Hsu,
Mr. James W. Howe, Mrs. C.
Hollands, Mr. T. V. Harman, Mrs.
E. V. Hester, Miss C. Hester, Mr.
and Mrs. A. W. Hill, Mr. R. S.
Hill, Mrs. K. D. Hsu, Miss T. S.
Hsu, Miss V. Hsu, Miss A. C. Hsu,
Mr. R. T. Harrison, Mr. Ho Kai-
leung, Mr. S. Hosaka, Miss Ip Shu-
fin, Mrs. F. A. Jones, Mrs. M.
Jobson, Mrs. J. K. Jones, Sister
Jackson, Mr. M. Karolchuck, Mrs.
M. Kelton, Mr. J. Kelly, Mr. and
Mrs. C. Y. Kung, Mr. and Mrs.
J. L. Kinloch, Mr. and Mrs. Kwan
Yan-shan, Mr. N. Lapus, Miss R.
Lawrence, Mr. V. Luchango, Mr.
Lai Yin-hing, Mrs. Lee Kai-fong
and inf. Mr. C. L. Lee, Mr. Thomas
A. Lee, Mr. Him Hee-shou, Mr.
Lum Kau-sheung, Miss Leung Shiu-
lum, Mr. and Mrs. C. H. Li, Mr.
Lai, C. Hen, Mr. Lee Siu-ping, Mr.
Lee Lok-tien, Mr. C. P. Lau, Mr. M.
Laurent, Miss Leung Chun-ha, Mr.
S. C. Law, Mr. Lee Ping-chiu, Mr.
Lee Ping-fun, Mr. Lee York-tong,
Mrs. K. E. Lacey, Mr. J. M. Mc-
Mullin, Rev. and Mrs. R. R. Moe,
Miss M. R. Moe, Miss C. E. Moe,
Mrs. A. M. Moodie, Mrs. C. Mur-
ray, Mr. Mok Hak-ming, Mrs. Ma
Joe-yung, Mr. Ma Hin-fong, Mr.
Moy Kung-sang, Miss Y. McKenna,
Mr. and The Hon. Mrs. J. G. Mor-
rison, Mrs. M. E. McGrath, Mr. Ma
Joe-keun, Miss Ma Joe-keun, Miss
Man-oi, Mr. and Mrs. Ma Wing-
chau, Mr. Mo Joe-yung, Mrs. Ma
Chat, Mr. Y. Morokema, Mr. J.
Norton, Mr. D. A. Macintosh, Mr.
T. Mitchell, Mr. N. Nuguid, Col.
and Mrs. C. H. Nance, Miss K. M.
Nance, Mrs. T. Ordovera, Miss F.
Oakley, Mr. J. A. del Prado, Mr.
Poon Kit-chuen, Mr. and Mrs. M. J.
Patell, Sir Henry Pollock, Mr. and
Mrs. E. K. Poor, Miss J. Price, Mrs.
Pang Shee, The Hon. Mr. H. H.
Perodeau, Mr. and Mrs. H. H. H.
Priestley, Miss E. M. Poole, Mr.
C. C. Real, Mr. P. Rodriguez, Miss
E. S. Rasmussen, Mr. K. Sekurada,
Mrs. C. L. Sanders, Mr. C. R.
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Sanson, Mrs. I. Sheffield, Mrs. H. B.
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M. Shumate, Mrs. T. Soenko, Mrs.
J. M. Shikman, Mr. J. Soenko, Miss
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Pres. Hayes Sun. May 19, 8
Pres. Polk Sun. May 2, 8

Pres. Taft Sun. May 7, 6 p.m.
Pres. McKinley Sun. May 11, 6 p.m.
Pres. Jefferson Sun. May 15, 6 p.m.

Pres. Grant Sun. May 25, 6 p.m.
Pres. Lincoln Sun. June 8, 6 p.m.
Pres. Cleveland Sun. June 11, 6 p.m.

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WILL DISPUTE

ESTATE TO GO TO "THE
OTHER WOMAN"

TWO WIVES

The Court of Appeal, London,
recently decided which of two
women, both of whom claimed
to have married Arthur Smalley,
a fish salesman, of Charles-street,
Pendleton, Manchester, who died



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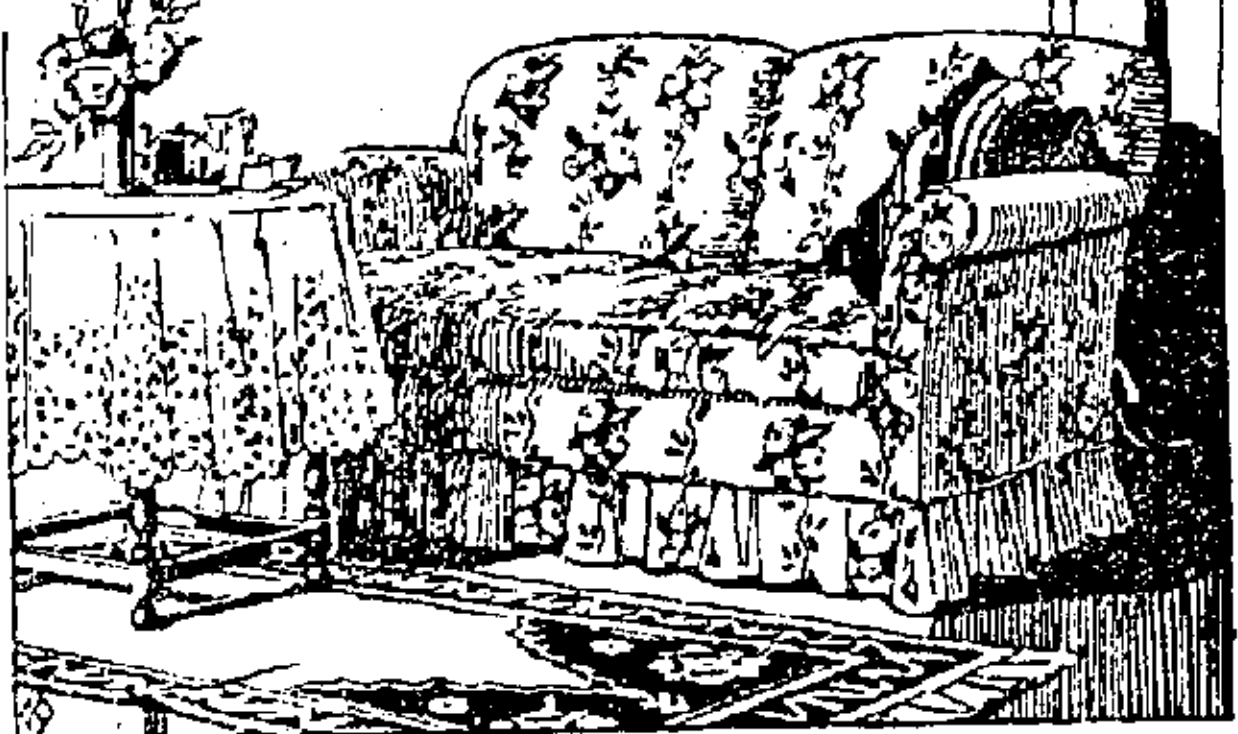
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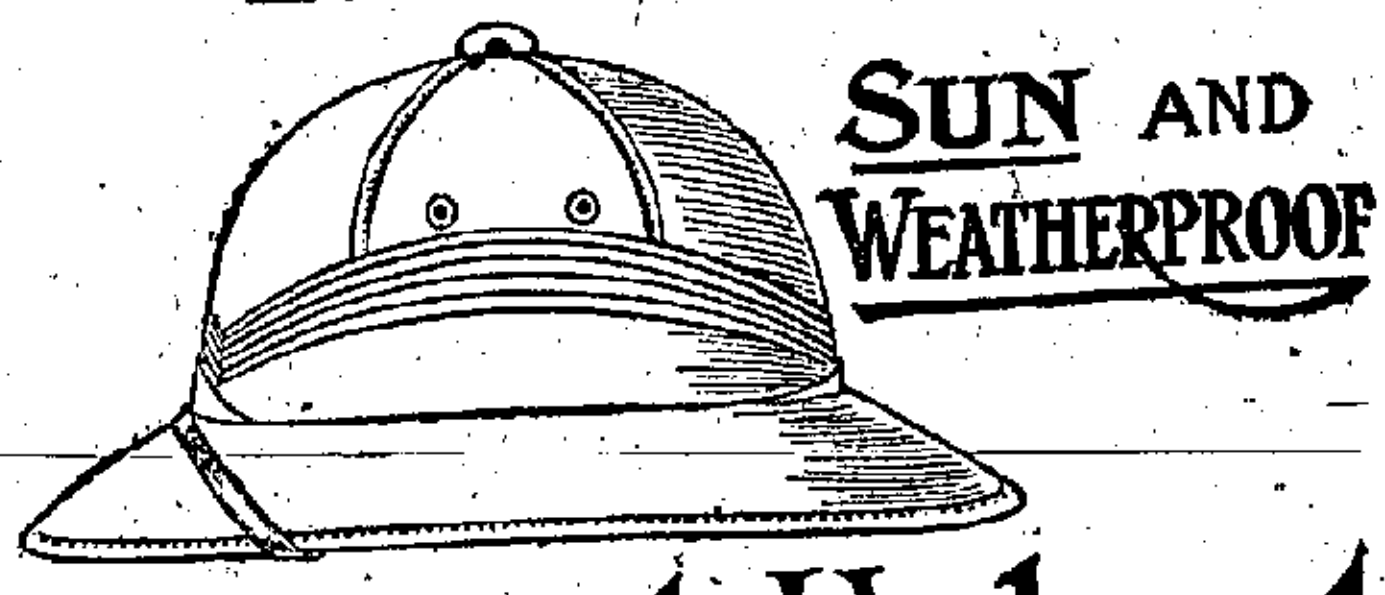
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Hong Kong, Thursday, May 2, 1929.

IMPORTANT LOCAL SUBJECTS

It is seldom that Hong Kong folk find themselves with three such important topics to consider simultaneously as "Taxation on Motor Vehicles," "Aberdeen Water Scheme" and "Fire Appliances for the Colony," all of which are of paramount importance. The decision to effect taxation on motor vehicles has come as a surprise, but on reflection one must admit that such a tax is one that is equitable, if for no other reason—and it is a very sound reason—that the maintenance of the roads nowadays is very costly and, naturally enough, the burden of such taxation should be upon those who make most use of the roads. The White Paper that has been issued will doubtless, in due course, be embodied in a Bill, and be brought before the notice of the Legislative Council for its decision. Meanwhile, motor owners may study the White Paper and consider the matter leisurely, and, if it is any consolation to them to do so, they may reflect upon the fact that the proposed taxation is based upon similar taxation at Home, where motor-owners have also heavy income-tax added to their financial burdens.

The proposed expenditure of \$2,702,000 upon the carrying out of the Aberdeen Water Scheme is obviously imperative in view of the precarious state of our water supply and the rapid increase of the population. Most assuredly this scheme should be started with the utmost expedition. It may be that our water requirements will be fully met by the laying of the pipe-line across the harbour and, if so, this Aberdeen scheme may by some be regarded

as rather superfluous. But, having in mind what was said and believed by those fully competent to judge of the question when the Tytam Tuk scheme was completed, it is clear that we cannot be too well prepared for the future with its uncertainties.

As to the Hon. Mr. Braga's queries at to-day's Legislative Council meeting regarding fire appliances in the Colony, quite obviously these queries have arisen as a result of the King Edward Hotel fire and the subsequent finding of those engaged upon the inquiry into that regrettable disaster. Mr. Braga has quite a lot to ask about the matter, but his queries seem to be very much to the point, and we have not the slightest doubt but that they will be received most sympathetically by his fellow-members of the Council. Much better to have such a matter dealt with even too minutely than risk such a deplorable misfortune as so recently occurred when several valuable lives were lost. The subjects mentioned will probably necessitate a considerable amount of discussion, which will be awaited with much interest by the public generally.

German people as a whole have voted soberly and steadily for peace. The situation is further brightened by Mr. Kellogg's perception that the States of the British Commonwealth must act together in so noble an enterprise as the renunciation of war. The new spirit is working. At Pentecost its sign was the gift of manifold tongues. To-day the peoples of the world are coming nearer to speech in a common language whose first and dominant word is Peace.—"The Observer," London.

During the absence of Mr. A. H. Crooks, Mr. W. Kay will act as headmaster of Queen's College.

One case of small-pox was notified yesterday, also two cases of enteric fever, one of the latter being British.

Final showings take place to-day at the Queen's Theatre of Douglas Fairbanks' super picture, "The Iron Mask."

Mr. B. M. Talati, B.A., will speak on "Theosophy and the Young" at the usual weekly lecture of the Theosophical Society, 7, Queen's-road Central, to-day at 6 p.m.

A ten-minutes' service of buses will be operated on Route No. 9 by the Kai Tack Motor Bus Co.

The branch office of the Kwangtung Central Bank at 5, Chater-road, will be opened on Saturday.

The recent concert at Queen's College realised \$300 for the Tung Wah Hospital and \$200 for the College Games Fund.

The April issue of the "Yellow Dragon," the organ of Queen's College, is as informative, interesting, mirthful, and snappy as ever.

DON'T WASTE WATER!

Through the courtesy of the Kowloon Football Club, the Sacred Heart College will hold their fifth annual athletic sports on the Club's ground on Saturday, commencing at noon.

Sir Charles and Lady Fawcett were among the passengers leaving Hong Kong on the "Shinyo Maru" for the North yesterday. Sir Charles Fawcett has been Fuisse Judge of the Bombay High Court since 1920.

The Italian Grand Opera Company will give a gala concert at the Star Theatre on Sunday at 9.15 p.m. The most popular solos, duets, etc., of the operas have been chosen and will be sung by the leading artistes of the company.

OPERA CO.

"LUCIA DI LAMMERMOOR"
AT THE STAR

MELODIOUS—ALWAYS

When Sir Walter Scott wrote the "Bride of Lammermoor" he was in agony and his suffering is reflected in the sombre melodrama, the only work of its kind written by the most genial of novelists. To be effective as an opera and as a tragedy it needs music which will convey the awful sense of an impending and inevitable doom threatening the ill-starred lovers. For this the highly artificial medium of opera in the Italian tradition is unsuited. Its structure is too loose, there is not the compelling unity of conception which alone (as in "Tristan und Isolde") can convey the pity and terror of a struggle which must end in sorrow and desolation. Beautiful as are individual melodies in Donizetti's famous opera "Lucia di Lammermoor" the work considered as a whole is not tragic. It is pathetic often, and melodious always, but the greater quality is lacking. There is, however, nothing but praise for the performance last night by the Carpi Grand Opera Company.

Signorina Ferlito in the title role sang with a beautiful bird-like soprano. In the first act her voice was not quite steady but this only enhanced the effect she obtained of a young girl's nervousness in the tender hesitation of a deep passion. Her first solo and the duet with her lover were delicately and sweetly sung. The famous "mad-song" she sang with pathos, like Ophelia "turning all to prettiness" but perhaps a little more dramatic intensity could have been desired. The extremely difficult coloratura passages were excellent and the audience showed enthusiastic appreciation.

"Edgar" (Signor Giletta) was in fine voice, though again a more tragic rendering could have been hoped for; but as has been said it is difficult to make such "sweet" music really sombre with passion, as in the opening bars of the sextet "Chi Mi Frena."

Signor Casarosa was an effective "Henry," his rich voice was very impressive. As the "Chaplain" Signor Maurici excelled, especially in the song "O Qual Funesto Avvenimento," which he sang with resonance and perfect control.

Signorina Celi as "Alice," Signor Barontini as "Arthur," and Signor Belletti as "Norman" maintained the high standard we always look for from these artistes. The famous sextet in the second act was particularly delightful, the voices being well-balanced and clear in every note.

The orchestra, as always, gave strong support to the singers, and the obligato to the "mad-song" was good.

There are not many more opportunities now of hearing this admirable company and it is to be hoped that for the two yet more popular operas, "Carmen" to-night and "La Boheme" on Friday, the house will be ever fuller than it has been during this week.

MUSICAL COMEDY

NEW REVUE PRODUCED BY
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FAREWELL PERFORMANCE

The Theatre Royal was the scene last evening of the farewell performance by the Banvard's Musical Comedy Company, when the "New Revue" they produced was, in spite of the fact that the name was a misnomer, most entertaining. An apology was made on account of the fact that several of the acts were but repetitions of items previously given in musical comedies and revues, but the choice was a happy one and the whole show went with a swing.

Illness had unfortunately depleted the ranks and the survivors were, therefore, in the position of having to work much harder than usual in order that the high standard of the Banvard performances should be maintained. And the atmospheric conditions were such as to render any additional tasks irksome, to say the least. However, we were given an excellent evening's entertainment, every member of the company doing his or her very best.

This evening the Company are giving a cabaret show at the Hong Kong Hotel after which they sail for India. They will leave behind most pleasant memories, and they can be assured of a great welcome should they return.

WRITING NOT HIS

TSANG ON-WING & CHEQUES
IN DISPUTE

GOVERNMENT v. BANK CASE

Whereas Mr. Tsang On-wing, a clerk at the Treasury, had given evidence in the Chinese language at the last November Criminal Sessions in the trial of Carvalho Yeo, he spoke in English yesterday and to-day at the Supreme Court, in Original Jurisdiction, in the "Attorney-General of Hong Kong v. the Hong Kong and Shanghai Banking Corporation" suit involving over \$260,000.

After the Hon. Mr. C. McI. Messer, G.B.E. (Colonial Treasurer) had concluded yesterday afternoon, Mr. Tsang went into the box and his examination-in-chief, conducted by Mr. H. G. Sheldon, continued this morning before his Honour the Chief Justice (Sir Henry Gollan, C.B.E., K.C.) and a special jury. One of the seven jurors, Mr. S. M. Churn, is absent on account of illness.

Mr. Tsang stated that the writing on the body of the three cheques forming the subject matter of the case was not his.

The case is continuing. Mr. Eldon Potter is appearing with Mr. Sheldon (instructed by Mr. T. M. Hazlerigg, M.C., Treasury Solicitor) for the Attorney-General and Mr. F. C. Jenkin (instructed by Messrs. Johnson, Stokes and Master) is for the Bank.

FROM THE COUNTRY

TWO FARMERS ROBBED
WHEN ASLEEP

SIESTA INTERRUPTED

Two Chinese farmers from up-country were the victims of a robbery as a result of which two baskets containing their belongings were stolen while they slept on the pavement at Connaught-road West yesterday afternoon.

The two robbers were caught by Chinese detectives in Wilmer-street, and this morning they were brought before Mr. E. W. Hamilton at the Central Magistrate's court.

Inspector Bloor said that the farmers had come to the Colony from the country and were departing to-day for the East Indies. They had fallen asleep on the pavement in Connaught-road and were utilising the baskets for pillows. The accused crept up from behind and snatched the baskets away.

First accused, who is 19 years of age, was sentenced to serve 14 days in jail. The second accused, 31 years of age, was sentenced to a month's imprisonment. His Worship remarked that the second accused should have known better than to steal at his age.

TIRED OF LIFE

ROAD WATCHMAN'S SUICIDE
ON THE PRAYA

A Chinese road watchman named Lui Mui, in the employment of the Public Works Department, was yesterday found dead in a small hut situated on the new Reclamation-road on the Praya.

A cord was found bound tight by around the man's neck, and it was thought that he committed suicide.

P'RAPS —

P'RAPS NOT!

The ultra-modern girl does not mean to marry until she's 30—or 30 till she's married.

It's a slur on our age that so many advertisements of mechanical things emphasise the fact that they are foolproof.

Some people talk so much that you never get a chance to ask them what they're talking about.

A girl does not necessarily agree with a man merely because she has the same opinions.

The Highland bagpipe has nine notes—A to A with an additional G-whizz!

Married men are necessarily more ambitious than bachelors. The latter, when they have acquired enough to live on with comfort, are content to settle down in a rut. A married man has a wife and her bills to spur him on.

A tip-top man can usually make things hum.

A really pretty girl—not the painted beauty—is Nature's edition de looks.

Many a worm that turns is really only squirming.

When a man has the last word in an argument with his wife, it is usually an apology.

If you want your dreams to come true, don't oversleep. There's nothing like a cool reception for making a man feel hot.

A smile a day brings a friend your way.

There's a story in every girl's face, and often than not it's one she has made herself.

Women are always included when we speak of mankind, for the very good reason that man embraces woman.

In London alone there are hundreds of women shop thieves—all with such taking ways.

Indigestion is a souvenir of over-eating—a sort of keepsake.

Many people suffer from not knowing what they want, and still more from not getting what they want.

Would any girl marry a spend-thrift?—She might if he's just starting his career.

The old-fashioned type of husband is going out, and the modern type is coming in late.

Dolly is the sort of girl one would give his name to—but not his right name.

Bessie says: "I can read my husband like a book"—and shut him up as easily?

Mrs. Peakyte: I have lost my spectacles. Shall I have to be examined all over again?

Optician: Oh, no, madam. Only your eyes.

They say broadcasting has passed the infant stage. We could be superbly happy if only the infant next-door had passed the broadcasting stage.

Fate Father: What is that stuff on my new car? Where have you been?

Calm Son: That's only traffic jam.

What the House of Lords really wants is an expert publicity agent.—Lord Riddell.

The average age of the clergy working to-day is 52 years, which is very regrettable.—The Bishop of Rochester.

Cats and dogs do not need science to teach them to get into the sunshine.—Sir Arthur Keith.

An oyster in its lifetime lays five million eggs. It is a lucky thing for Whitstable that an oyster doesn't cackle.—Lord Dewar.

One gets education in these days from one's children. I think they are very kindly and friendly instructors.—Lord Cottesloe.

G.C.H. Medico: How did you get here?

Patient: Flu.

Mrs. Enneque: Everything is getting higher.

Mr. Enneque: Oh, I don't know. For instance, there's your opinion of me, my opinion of you, and the neighbour's opinion of both of us.

STUDY OF ENGLISH

BRITISH GOLD MEDAL FOR
TOKYO UNIVERSITY

SHAKESPEARE TRANSLATED

London, Yesterday.
The Japan Society in London, which for over 30 years has been a social meeting ground for British and Japanese, has offered to the Imperial University of Tokyo a gold medal, struck at the Royal Mint, to be awarded annually to the student who submits the best essay on some subject connected with the study of the English language or literature.

The medal will, to-morrow, be presented by the Duke of Gloucester to the Imperial University.

In Appreciation of Shakespeare
Two hundred and fifty handsome volumes of Shakespearean studies, in recognition of Japanese appreciation of Shakespeare, being the complete translation of whose works into Japanese has been accomplished by Dr. Tsubouchi.—British Wireless Service.

AIR LINE MISHAP

DETAILS OF ACCIDENT AT
BAGDAD

A SUBSTITUTE

Bagdad, Yesterday.
Following upon the accident here to an Imperial Airways liner, on the London-India mail service, a spare air liner from Basra left Bagdad at dawn, carrying mails and passengers on the India-England service. It will try to reach Alexandria by the scheduled time to-night, compressing two days' journey into one, so as to make up for yesterday's mishap.

This will involve a flight of nearly 1,000 miles.—Reuter.

At Alexandria, Yesterday.
The West bound Indian air mail arrived this afternoon en route to England at 4.30 a.m.—Reuter.

MOTOR TAXATION ?

(Continued From Page 1.)

Lorries Should Pay More
A Chinese motor car dealer was of the opinion that commercial vehicles—lorries—should be made to pay a heavy tax. They damaged the roads more than any other vehicle and they could stand a heavy taxation considering the earning capacity of such vehicles.

He, however, was the only one who was opposed to taxing motor cars according to petrol consumption. It was equivalent, he said, to taxing labour. A man who owned a car wanted it to get about in his business. Take a doctor for instance—if the tax was placed according to the petrol consumed, that doctor would not be able to get about so easily, because he had to think of his expenses. He favoured taxation according to horse power.

A Clerk Wanted
The manager of one of the leading oil firm said that it did not matter one way or the other to them. If the Government wanted to tax petrol, it must provide such oil companies with a clerk to keep a record for the Government. They were not going to incur additional expenses in order to employ an extra clerk to keep accounts for the Government and to receive the taxes for them.

The manager of a European company which maintained a fleet of cars for its employees said that it would be better for the public if the tax was only placed on petrol. Gasoline, he said, is now selling at 70 cents per gallon, and if the tax were imposed, it would bring it up to about \$1 per gallon—a great difference to car owners, he admitted. But he was sure that the oil companies could bring their prices down to about 50 cents per gallon. In California, he said, the best petrol could be obtained for 20 cents per gallon (Hong Kong money) and, allowing a cost of ten cents on each gallon to bring them over, the company could sell at a great profit at 50 cents a gallon. The reason why they charged exorbitantly was, he said, because they held the monopoly so to speak. "Let there be less consumption, which will be bound to be the case, if the tax is placed on petrol, and the oil companies will lose no time in bringing their prices down, and, in this way, car owners will find that their taxes are in fact paid for them by the oil companies," he concluded.

MAKE YOUR OWN SODA

Sparkling
Ginger Ale,
Tonic Water,
etc.,
made
easily
with
the
FLUGEL
MACHINE
Only \$9
COMPLETE
Write for one
of our
brochures
FLUGEL
& CO.
225, ACTON LANE, LONDON, W. 4.

OPIUM CARRIER

YOUTH SENT TO JAIL FOR
NINE MONTHS

ARRESTED ON WHARF

Arrested yesterday on the Star Ferry Wharf while about to board one of the launches, a Chinese youth, 16 years of age was produced before Mr. E. W. Hamilton at the Central Magistracy this morning on the charge of unlawful possession of 120 taels of raw opium.

His Worship, glancing at the charge sheet, remarked that the accused was very young, and he did not like sending people of that age to prison.

Inspector Moss said that the opium was wrapped up in a piece of paper contained in a leather case, which the accused carried quite openly.

Accused pleaded guilty and was fined \$3,000 with the alternative of nine months' imprisonment. His Worship remarked that owing to the accused being so young he would not sentence him to a year's term in jail but take off three months.

THE "DISCOVERY"

TO BE VISITED BY
ROYALTY

FOR THE ANTARCTIC

London, Yesterday.
The Dominions' Offices announce that the Duke and Duchess of York will pay a visit of inspection to the Royal Research ship "Discovery," which is at present lying at the West India Docks, on the afternoon of May 2.

Their Royal Highness will be conducted over the ship by Sir Douglas Mawson, the leader of the expedition to the Antarctic for which the "Discovery" is now being reconducted.

Mr. L. S. M. Amery (Dominions Secretary) and the High Commissioner for Australia and a representative of the High Commissioner for New Zealand, will also be present.—British Wireless Service.

\$114,782 WANTED

(Continued From Page 1.)

from which this sum can be met as owing to shortage of staff in the Architectural Department it will not be possible to expend the full amount voted for the market this year.

The above is to be met from savings under Sai Ying Pun New Market.

New Motor Road
Public Works, Extraordinary—Proposed road connecting Garden-road Hong Kong Communications, Pro-and Bowen-road with May-road, \$57,000.

In order to provide proper facilities for motor vehicles to reach May-road, a proposed motor road has been planned to connect this level to Garden-road (at the junction of Bowen-road) by a route approximately on the line of the existing Magazine Gap-road.

The total cost is estimated at \$108,000.

The scheme has been approved by the Public Works Committee.

A vote of the above amount is requested to cover this year's expenditure. The balance will be included in the 1930 draft Estimates. The amount to be expended this year represents the balance of the savings effected by the abandonment of the proposed motor road to Mountain Lodge.

The above is to be met from savings under road to Mountain Lodge, Peak.

Training Marine Surveyors
Harbour Department:—Special Expenditure, Training expenses of two Government Marine Surveyors in England; expenses of Assistant Government Marine Surveyors in connection with Board of Trade training course, \$11,582.

Provision made in Estimates, \$7,200.

Estimated travelling expenses and subsistence allowance for three Assistant Government Marine Surveyors engaged subsequent to Estimates 1929 being framed. When Estimates were prepared it was only anticipated two men would be under training in 1929 but there are now five as under:—

Mr. W. O. Lambert for 9 months at \$40 per month—\$360
Mr. T. C. Stiff for 8 months at \$40 per month—320
Mr. J. Hunter for 8 months at \$40 per month—320
Mr. W. Sprange for 8 months at \$40 per month—320
Mr. S. Ashworth for 12 months at \$40 per month—480

\$1,800
\$1,800 at Exchange Rate 1/11 \$18,782
Less already provided in Estimates 7,200

Now required \$11,582

LANSDOWNE HOUSE

SOLD TO ARCHITECT FOR
£750,000

NEW SHOPPING CENTRE

Another Mayfair shopping centre, probably in conjunction with a luxury hotel or theatre, is to arise in Berkeley-square, W., on the three-acres site of Lansdowne House.

This famous mansion, which was built from designs by the Adam brothers during 1760-1, has been sold for £750,000 by the Marquess of Lansdowne.

The purchaser is Mr. Benson Greenall, the London architect, and the deal was negotiated by

DON'T WASTE
WATER !

Messrs. Duncan B. Gray and Partners, estate agents, of Mount-street, W.

Mr. Duncan B. Gray said to a "Daily Mail" reporter:—

Lansdowne House will be demolished in about a year's time.

Mr. Greenall, who owns a good deal of property in London, has brought the site to sell again. There is room for 40 or 50 shops.

On the other hand, Lansdowne House might well be replaced by a new Royal Opera House. It is possible too that a new road will be driven across the site.

Lansdowne House has been occupied for the last eight years by Mr. Gordon Selfridge. It was leased to him furnished, with all its art treasures. The present marquess has never lived there.

ASTOR ESTATES

SUIT PENDING FOR
£8,000,000

An action has been started in the Federal Court, New York, to recover a sum of \$9,000,000 (nearly £8,000,000) from the estate of the first John Jacob Astor. It is alleged that this sum constituted a trust made in 1815 by John Nicholas Emerich for the benefit of his descendants, John Jacob Astor being the trustee.

The plaintiffs in the case are four descendants of Emerich. The representatives of the Astor estates maintain that there is no proof of any such trust agreement having been made. On the other hand, the plaintiffs claim that its existence is conclusively shown by some old papers belonging to Emerich.

REPENTANT WIFE

DIVORCED COUPLE
RECONCILED

JOYFUL JUDGE

"I am very glad indeed. I wish all decrees nisi terminated in this way," remarked Mr. Justice Hill in the Divorce Court recently. He had consented to a decree nisi being rescinded at the request of a husband.

According to counsel the husband had become reconciled to his wife, who was now genuinely repentant for her past conduct.

DURING SLEEP

SOMNAMBULIST TAKES
POISON

Scarborough.—A verdict that he had died from poisoning by prussic acid taken whilst in a state of somnambulism was recorded at an inquest at Scarborough, on Noel Abbey Sykes, aged 19, a chemist's apprentice.

An analyst's report stated that a considerable amount of prussic acid was found in the stomach. The youth was found dead in bed. Dr. Griffin said Sykes had been a sleep-walker in his earlier days, and two or three months ago he was sitting up in bed semi-asleep talking about switching things off. It was in witness's mind that there was an off-chance that he took the poison in his sleep.

A PLUMBER'S LUCK

An amusing incident occurred the other day at Harrogate in Yorkshire. A plumber and his mate, after attending a burst water pipe at a big hotel walked into the Royal Hall where a fancy-dress ball was in progress, prizes being given for the best costumes. They were in their working clothes and carried their tools, so they wrote on a card "Plumber and his mate" and entered the costume competition. To their surprise they won the first prize. It was not until later that it was learned that they were not guests at the ball.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED
IN THE "MAIL"

ENTERTAINMENTS

To-day—Queen's Theatre;

"Iron Mask."

To-day—World Theatre;

"London After Midnight."

To-day—Star Theatre;

"Let Women Alone."

To-day—Grand Italian opera

"Carmen," at Star Theatre, Kowloon, 9.15 p.m.

To-night—Cabaret entertainment by Banvard Musical Comedy Co., at Dinner dance, H.K. Hotel Roof Garden.

Home Mail

To-morrow—Inward from Europe

via Siberia (Haruna Maru).

To-morrow—Outward for S.

Africa, India and Europe via Mar-

sailles, (Haruna Maru), 9.30 a.m.

Land Sale

May 6—At P.W.D. Offices, two

lots of Crown land at Prince

Edward-rd., 8 p.m.

Lammerts' Auction

May 3—At 324 Kowloon Tong,

valuable household furniture,

blackwood and fine silver ware,

etc., 2.30 p.m.

Sports

May 3-4—S.C. Command Inter-

unit contest, Sookumpoo Valley.

May 4—Seventh Annual Athletic

sports meeting of Cheung Chau

Govt. School.

May 4—Sacred-Heart College

sports, Kowloon Football ground,

noon.

Meetings

May 7—Annual meeting of the

Hong Kong Auxiliary of the British

and Foreign Bible Society,

Helena May Institute, 5.15 p.m.

May 9—Meeting of China Under-

writers Ltd., Messrs. Shewan Tomes

board room, noon.

May 10—Further meeting of

United Asbestos Oriental Agency,

Ltd., Messrs. Dodwell & Co.'s offices,

11 a.m.

Miscellaneous

To-day—Bridge party at Taikeo

Club in aid of H.K.W.G. & M.C.L.

To-day—Mr. B. M. Talati, B.A.

speaks on "Theosophy and The

Young," 7, Queen's-rd. C.H., 6 p.m.

May 10—At Volunteer Head-

quarters, Annual Corps smoking

concert, dinner and distribution of

Corps trophies and musketry prizes.

CANCELED

IRREGULARITY OF EVERY
GOVT.

FALSE ADDRESSES

Suppression of evidence, false evidence, collusion, and condonation, besides "every sort of irregularity" by a solicitor's clerk, were features of a case in the Divorce Division. Mr. Justice Bateson described it as an "exceedingly bad" one.

The King's Proctor intervened in the suit in which Mr. Reginald Shephstone, on October 27, 1927, had obtained a decree nisi against his wife, Mrs. Lily Mary Shephstone, in consequence of her adultery with Mr. William Sear, since dead. The King's Proctor alleged that Mr. Shephstone had wilfully withheld facts.

These, it was said, were that in the petition he gave his address as Ambler-road, Finsbury Park, N., when he was living at Wilberforce-road, Finsbury Park, with his wife.

In consequence of his own adultery Mr. Shephstone was given the discretion of the court in his favour at the trial, when he gave his address as Brookfield-mansions, whereas it was alleged, he was residing with another woman at Highgate-avenue, N.

There were other irregularities alleged which concerned Mr. Shephstone's then solicitor's managing clerk in connection with the serving of the papers on the respondent.

No evidence was called. Clerk's "Inaccuracies"

Mr. Justice Bateson said that every sort of irregularity and impropriety seemed to have been committed by the parties and also by the solicitor's clerk who had the conduct of the case.

He (Mr. Justice Bateson) had been told that this clerk was now employed by another firm of solicitors. If they were not aware of what had happened no doubt they would learn of it.

This clerk seemed to have sworn an affidavit full of inaccuracies for the purpose of assisting his client.

Mr. Shephstone seemed to have been living in adultery at the very time he was petitioning for this decree nisi, and at the time he filed his petition; and for some time afterwards he was living with his wife.

So there had been suppression of evidence, false evidence, collusion, and condonation.

Correct Addresses
It only showed how very important it was that the addresses of people should be correctly given.

The decree nisi would be rescinded and the petition dismissed with costs.

NEW

ADVERTISEMENTS.

THE CANTON INSURANCE

OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDIN-

ARY GENERAL MEETING

of Shareholders will be held at

the Offices of the undersigned on

THURSDAY, the 23rd May, 1929,

at Noon, for the purpose of re-

ceiving the Report of the General

Agents, together with a Statement

of Accounts for the year ended

the 31st December, 1928.

The SHARE REGISTER and

TRANSFER BOOKS will be

CLOSED from the 9th to the 23rd

May, 1929, both days inclusive.

JARDINE MATHESON &

CO., LTD.,

General Agents.

Hong Kong, 2nd May, 1929.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and

ENTRY FORMS for the

FIFTH EXTRA RACE MEET-

ING to be held on SATURDAY,

18th May and on MONDAY,

20th May 1929 (Weather per-

mitting) may be obtained at the

Race Course, Hong Kong Club, and

Causeway Bay Stables.

Entries will CLOSE at 12 o'clock

noon on WEDNESDAY, 8th May,

1929.

Hong Kong, 2nd May, 1929.

KAI TACK MOTOR BUS CO.,

(1926), LTD.

Route No. 9, Nathan Road.

A TEN MINUTES' SERVICE of

Buses will be operated on

Route No. 9 (Star Ferry—Argyle

Street) between 8 and 9.30 a.m.,

12 noon and 2.30 p.m., and 4.30

and 7.30 p.m. on and from Satur-

day, May 4.

KAI TACK MOTOR BUS CO.,

(1926), LTD.,

L. C. F. BELLAMY,

General Manager.

Hong Kong, May 2, 1929.

THE EAST ASIATIC CO. LTD.,

COPENHAGEN.

The Motor Vessel

"MALAYA"

having arrived, consignees of cargo

are hereby informed that all goods

are being landed and placed at their

risk into the hazardous and/or extra-

hazardous Godowns of The Hongkong

& Kowloon Wharf & Godown Co., Ltd.,

where delivery can be obtained as soon

as the goods are landed.

No claims will be admitted after the

goods have left the Godowns, and all

goods remaining undelivered after the

8th May, 1929, at 4 p.m. will be

subject to rent.

All broken, chafed and damaged

goods are to be left in the Godown,

where they will be examined by

Messrs. Anderson & Ashe on the 8th

May, 1929, at 10 a.m.

All claims against the vessel must

be presented to the undersigned before

the 11th May, 1929, or they will not

be recognised.

No Fire Insurance will be effected.

Bills of Lading will be counter-

signed by

JOHN MANNERS & CO., LTD.,

Agents.

Hong Kong, 1st May, 1929.

STAR

THEATRE

TO-NIGHT

At 9.15 p.m.

SIGNOR CARPI'S

ITALIAN GRAND

OPERA CO.

DIRECT FROM MILAN

75—ARTISTS—75

THE BIGGEST COMBINATION

OF STARS EVER BROUGHT

TO THE EAST.

Full Orchestra, Chorus & Ballet

TO-NIGHT

May 2. "CARMEN"

To-morrow, May 3. "LA BOHEME"

SAT. May 4. "AIDA"

A BOON TO CHINA MAIL SUBSCRIBERS

SUBSCRIBERS

TO THE

CHINA MAIL

CAN OBTAIN THROUGH
USNEW OR SECOND
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PLUS POSTAGE & 10 %

BIOGRAPHIES, ESSAYS, WORKS
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BOOKS, MEDICAL BOOKS,
FICTION, ETC., ETC.

For further particulars apply to the "China Mail" Office.

G. FALCONER & CO. (HONG KONG) LTD.

WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

CHOY HEONG

MANUFACTURER OF PRESERVED GINGER AND FRUIT.

Established For More Than Forty Years.
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Would You
Like To
Be A
Castaway
in a lovely semi-tropic land?
HAWAII



—HAWAII—

Your local steamship office or ticket agent can arrange to have you safely and comfortably "castaway" in the romantic isles of the mid-Pacific. Stay as long as you like, then continue your trip to America on the fine liners that ply regularly over the routes to Los Angeles, San Francisco, Portland and Seattle, or Vancouver.

Hawaii has modern hotels and resorts for the comfort of "castaways"—paved roads through verdant mountain gorges, and tropical gardens for the adventurous motorist—Palm-lined coral beaches for honeymooners—golf courses—polo fields, and surf-boards for globe-trotting sportsmen—Moonlight and rain-bows for visitors. And summer is cool!

—HAWAII—

For coloured booklets and travel information about the islands, clip this advertisement and mail to

HAWAII TOURIST BUREAU

Dept. 1.

Box 296, SHANGHAI, CHINA.

ENGINEERING

HONG KONG UNIVERSITY'S
ENTERPRISE

GOVERNOR'S ARTICLE

The Hong Kong University Engineering Society is to be heartily congratulated on its enterprise in the production of a high-class journal called "The Hong Kong University Engineering Journal."

The first issue of this informative book has made its appearance, and, as its name implies, it is full of interesting facts from the pen of experts such as Mr. T. F. Claxton, Professor C. A. Middleton-Smith, Professor Redmond, and Professor Roffey.

The neat appearance of the journal reflects great credit on the printers—the Newspaper Enterprise, Ltd.—The interesting articles therein contained, for engineers as well as for the laymen, are well worth a dollar. This is the only engineering journal in South China and it is hoped that the work will be a success.

The first number contains an introductory article from the facile pen of H.E. the Governor,

DON'T WASTE WATER!

and a very interesting article by Mr. T. F. Claxton, Director of the Royal Observatory, on "Typhoons of the Far East."

Professor Middleton-Smith, Taikoo Professor of Engineering, contributes an article on "The Work Done by Coal and Oil," Mr. S. S. Ahmen one on "Tides and Some Tidal Features in Hong Kong," Professor F. A. Redmond one on "The Age Factor in Reinforced Concrete Design," Mr. T. K. Ian contributes some interesting extracts from "The Diary of an Old Student in the Borneo Jungle," and Professor M. H. Roffey, D.S.O., one on "The Student Apprentice Course for Engineering Students."

H.E. On Engineering
In his introductory article, H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) writes:—

The debt of this Colony to engineers is immense. Engineers have made the level land along the harbour front, where our daily business is transacted; and they have directed the very specialised work of cutting down hills and throwing them into the sea, which is so characteristic of Hong Kong. They have made the Peak District accessible to us, both by tramway and by road. They have built the houses in which we live on the tops, at the foot of the hills, and in every nook and cranny of the hillsides, into which a house can be fitted. They have built our wharves and docks, our railways, telegraphs and telephones. They have stored up the water of this island of Fragrant Streams for the use of its steadily growing population. They have lit up the whole Peak District with electricity, so that at night one hardly knows where the lamps end and the stars begin. In a word, they have made life on this once barren island both healthy and comfortable.

Moreover, the vast foreign trade of China results from the work of engineers. Almost all of it is borne in ships designed, built, worked, docked and kept in repair by engineers. The steam navigation of China's inland waterways is another achievement of engineers; and, especially on the upper Yangtze, the pioneers have surmounted not only difficulties but serious dangers. Railway engineering in China only dates from 1876. It has made great progress, but its future is bound to be greater still; and the day is sure to come when residents in this Colony will take through tickets from Kowloon to Calais, and return tickets at that. Road construction in the European sense is only just beginning in China; but, now that engineers have invented and are continually perfecting the motor car, and seeing what a hold motor transport already has upon the Chinese mind, the pressure of public opinion is likely before long to compel regional authorities to build motor roads in all the Eighteen Provinces. Air-transport in China hardly yet exists; but it is bound to come, and we are already at work on an aerodrome for this Colony. The idea of travelling from Hong Kong to Canton in an hour or less is sure to make a strong appeal to business men; and, once airways are established, the flight from Hong Kong to many of the great cities of China will only be a matter of one, or at most two days' journey.

Sanitary Engineering
Another enormous field for engineering activity in China, scarcely touched at present, is sanitary engineering, in which I include water-works, sewage-works, anti-malarial works, slum improvement, town-planning and the like. Then again, electric

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—

Bank, wire 1/11 %

Bank, on demand 1/11 7/16

Bank, 80 days' sight —

Bank, 4 months' sight 1/11 %

Credits, 4 months' sight 2/- %

Documentary 4 months' sight 2/- 1/2

On Paris—

On demand 1212 1/2

Credits, 4 months' sight 1287 1/2

On Berlin—

On demand —

On New York—

On demand 47 3/4

Credits, 60 days' sight 49

On Bombay—

Wire 130 1/4

On demand 130 1/4

On Calcutta—

Wire 130 1/4

On demand 130 1/4

On Singapore—

On demand 84 1/4

On Manila—

On demand 95 1/4

On Shanghai—

On demand 79

80 days' sight (private paper) —

On Yokohama—

On demand 105 1/4

Gold Leaf, 100 fine (per taal) —

Sovereigns (Bank's buying rate) 9.90

Silver (per oz.) 25 5/16

Bar Silver in Hong Kong 5% Prem.

Copper Cash Nominal

Chinese Copper Cents 6% Prem.

Rate of Native Interest 7% p.a.

Chinese Sub. Coin 33 1/2% dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES

London, Yesterday.

Paris 124.15 1/2

New York 4.85 11/32

Brussels 34.95

Geneva 25.19

Amsterdam 12.67

Milan 92.64 1/2

Berlin 20.47

Stockholm 18.15 1/2

Copenhagen 18.20

Oslo 18.19 1/2

Vienna 34.55

Prague 164

Helsingfors 193

Madrid 33.67 1/2

Lisbon 108

Athens 375

Bucharest 818

Rio 5 57/64

Buenos Aires 47 5/16

Bombay 1/5 29/32

Shanghai 2/8 1/2

Hong Kong 1/11 %

Yokohama 1/10

Silver Spot & Forward 25 5/16

—British Wireless Service.

T.T. on London 1/11 3/4

T.T. on Shanghai 79 3/4

Banks

H.K. Banks \$1200 b 1210 s

H.K. London Reg. \$134 n

Chartered Bank \$19 1/2 b

Mercantile A. & B. \$23 n

Mercantile C. \$154 n

P. & O. Bank \$94 n

Bank of East Asia \$90 1/2 n

Insurances

Canton Insurance \$695 b

Union Insurance \$358 b

North China Insurance \$160 b

Yangtze Insurance \$1850 n

China Underwriters \$2.20 b 2.30 s

China Fire Insurance \$235 b

H.K. Fire Insurance \$705 b

Shipping

Douglases \$36 s

H.K. Steamboats \$26 1/4 b

H.K. Tugs & Lighters \$2.40 n

Indo-China (Pref.) \$40 n

Indo-China (Def.) \$70 n

Shell Transports \$8/- n

Shell Transports (new) —

Union Water-boats \$22 n

Mining

Benguets \$2 3/4 b

Kailan Mining Ad. \$6 3/8 n

Langkats (comb.) \$14 n

Langkats (singles) \$7 1/2 n

Shanghai Explorations \$2.90 s

Shanghai Loans \$4 3/4 n

Raubas \$6.65 n

Tronoh Mines \$17 1/6 n

Docks, Wharves, Godowns, &c.

H.K. & K. Wharves \$121 sa

H.K. & W. Docks \$36 s

China Providents \$4.35 b

Hongkew's \$173 n

New Engineering \$5.30 b

Shanghai Docks \$127 n

Cotton Mills

Ewo Cottons \$12.40 b

Oriental Cottons \$2 b

Shanghai Cottons (old) \$72 s

Shanghai Cottons (new) \$73 n

Lands, Hotels & Buildings

H.K. & S. Hotels \$8.65 b

H.K. Lands \$61 1/4 n

Shanghai Lands \$143 n

H.K. Realities \$8.35 n

H.K. Territorials —

Public Utilities

H.K. Tramways \$18 1/2 s

Peak Trams (old) \$12 1/2 b

Peak Trams (new) \$6.30 n

Star Ferries \$66 1/2 b 67 s

China Lights (comb.) —

China Lights (old) \$13 1/2 b

China Lights (new) —

China Lights 1928 issue —

H.K. Electrics (old) \$56 b & sa

H.K. Electrics (new) —

Macao Electrics \$26 1/4 n

H.K. Telephones \$7.05 b 7.15 s

China Buses \$14 b

Singapore Traction \$11 1/6 n

Singapore Pref. \$16 1/2 b

Sandakan Lts. \$2 1/2 s

Industrials

China Sugars \$1 n

Malabon Sugars \$27 b

Canton Ices \$1.80 b

Cements (comb.) \$8 b 8.30 sa

Cements (old) \$7.30 n

Cements (new) \$1.40 n

H.K. Ropes (old) \$6 1/2 n

H.K. Ropes (new) —

United Asbestos \$5 b

Stores, &c.

Dairy Farms \$19 1/2 s 19.20 sa

Watsons \$1.20 n

Der A. Wings \$80 cta. b

Lane, Crawfords \$2 s

Mackintosh \$18 b

Sinceres \$12 b

Wm. Powells \$3.65 n

Miscellaneous

H.K. Amusements \$30 1/4 b 31 1/2 sa

Hong Kong Constructions \$1 1/4 s

B. Ind. G.S. Bonds \$66 1/2 b

H.K. Govt. Loans .5% b p x int.

nitrogen and oxygen with, however, a small percentage of carbonic acid gas, dust particles, and aqueous vapour. The latter plays the most important part of all in the formation of cyclones, and in fact, all weather changes.

The article goes on to say that if the tracks of typhoons in the Far East for the past 30 years were plotted on a chart, practically the whole of the ocean area would be covered by them, and a certain part of the land area; though generally speaking, typhoons break up on reaching China. A few survive, however, and emerge into the ocean again on a N.E. track.

A Striking Feature
As regards the weather during the approach of a typhoon perhaps the most striking feature is the fine weather experienced of Hong Kong from the time the centre reaches the Philippines until it approaches to within about 200 miles of Hong Kong. This seems to be the one guide to weather forecasting in Hong Kong which never fails. No matter what the weather conditions to the north or west of Hong Kong may be, with a typhoon crossing Luzon in the summer months there will be fine weather at Hong Kong.

Rain usually commences when the centre is about 200 miles from Hong Kong. But when the centre passes to the south or a westerly track it frequently happens, particularly in the autumn, that no rain falls at Hong Kong even though the centre passes as near as 200 miles.

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CHINA

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OVERLAND CHINA MAIL.CHINA NEWS, LOCAL NEWS
and all the NEWS.The Weekly paper that saves you
the trouble of writing Home.

Many orders have come in already for this week's "Overland China Mail." The supply will necessarily be limited. Undoubtedly the abnormal demand is due to the visit to Hong Kong of H.R.H. the Duke of Gloucester.

Needless to say, the "Overland" is a complete account of the Royal visit, fully illustrated. Furthermore, the "Overland China Mail" is the only illustrated weekly news budget published in the Colony. Containing, as it does, reports from day to day of the activities of His Royal Highness, from the time of his arrival to the time he was again on the high seas when he sent his thanks to the Colony, the "Overland" will make very welcome reading at Home. Friends who are more or less used to seeing Royalty in public will want to know how Hong Kong felt when it had the novelty of doing likewise. How Hong Kong rose to the occasion and made the most of it is told to good effect in the "Overland." Others have sent in their orders to let the "Overland" tell their story for them and, incidentally, to avoid the fatigue, in this hot weather, of writing a long letter. You have the opportunity of following their example. Seize it before it slips from you because the issue is bound to be snapped up quickly.

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"THE OVERLAND CHINA MAIL."

Sport Columns

HOME FOOTBALL

ENGLISH CUP WINNERS DEFEAT BURY

CRYSTAL PALACE WIN

London, Yesterday.
Two matches in the First Division were played to-day, Bolton Wanderers, the winners of the English Cup, visiting Bury and securing full points, by the odd goal in seven. Leeds United were defeated on their own ground by Huddersfield.

In the Southern Section of the Third Division Crystal Palace join Charlton at the head of the table by an easy win over the wooden- spoonists, Gillingham. Wins were secured by Plymouth, Brighton, and Swindon.

In the Northern Section Doncaster were defeated on their own ground by Wigan.

Results:—

First Division

Bury 3, Bolton Wanderers 4.
Leeds United 1, Huddersfield 2.

Third Division (South)

Brighton 2, Walsall 1.
Crystal Palace 3, Gillingham 0.
Plymouth 2, Bristol Rovers 0.
Swindon 5, Newport 2.

Third Division (North)

Doncaster 1, Wigan 2.

—Reuter.

LEAGUE TABLES

First Division

	P.	W.	D.	L.	F.	A.	Pts.
Wednesday	41	21	10	10	85	59	62
Leicester	41	20	9	12	90	60	49
Aston Villa	41	22	4	15	94	80	48
Sunderland	41	20	7	14	93	71	47
Liverpool	41	17	11	13	89	63	45
Derby	41	18	9	14	83	68	45
Blackburne	41	18	8	15	94	85	44
Blackburne	41	17	9	14	70	61	43
Arsenal	40	15	12	13	73	69	42
Newcastle	41	18	6	17	68	72	42
Leeds U.	41	16	9	16	71	83	41
M'chester U.	41	14	12	15	66	74	40
Everton	42	18	4	20	84	76	40
Sheffield U.	41	14	11	15	82	85	39
Bolton	41	14	12	15	72	74	40
West Ham	41	15	8	18	85	95	38
Birmingham	41	14	10	17	67	71	38
Huddersfield	41	14	10	17	69	60	38
Burnley	40	15	9	19	77	99	38
Portsmouth	41	18	5	21	55	80	35
Bury	41	12	2	27	59	96	30
Cardiff	41	8	12	21	42	58	28

Division III. (South)

	P.	W.	D.	L.	F.	A.	Pts.
Charlton	41	20	11	10	84	56	51
Norhampton	41	20	11	10	84	56	51
Queen's P.R.	41	19	13	9	81	60	61
Crystal P.	41	22	8	11	80	67	62
Fulham	41	20	10	11	100	71	60
Plymouth	41	19	12	10	81	51	50
Luton	41	19	12	10	83	72	49
Bournemouth	41	19	12	10	83	72	49
Wadford	40	19	9	12	77	68	47
Coventry	41	14	13	14	61	56	41
Southend	41	15	11	15	79	73	41
Swindon	41	14	13	14	73	72	41
Brentford	41	14	10	17	56	59	38
Walsall	41	13	12	16	73	77	38
Brighton	41	16	6	19	58	75	38
Newport	41	13	8	20	67	84	34
Bristol R.	41	13	6	22	59	78	32
Torquay	41	13	6	22	54	83	32
Norwich	40	13	8	22	62	76	31
Merthyr	41	11	8	22	53	102	30
Exeter	41	9	11	21	67	86	29
Gillingham	41	9	9	23	42	83	27

Division III. (North)

	P.	W.	D.	L.	F.	A.	Pts.
Bradford C.	41	25	9	6	125	42	61
Stockport	41	27	6	8	108	56	60
Wrexham	41	21	10	10	90	71	52
Doncaster	41	20	9	12	74	64	49
Wigan	41	21	8	12	81	48	50
Lincoln	41	21	6	14	90	65	48
Carlisle	42	19	12	11	86	77	43
Tranmere	41	21	3	17	75	77	45
S. Shields	41	18	8	15	82	71	44
Crewe	41	17	8	16	77	67	42
Chesterfield	41	18	5	18	71	74	41
Hullfax	41	18	12	10	61	59	38
N. Brighon	41	15	8	18	83	70	38
Southport	41	15	8	18	73	84	38
Nelson	41	17	4	20	78	86	38
Rotherham	41	14	9	18	55	77	37
Rochdale	41	13	10	18	79	91	35
Accrington	41	13	11	18	64	78	33
Darlington	42	13	7	22	64	83	32
Barrow	41	10	8	23	62	90	28
Hartlepool	42	10	6	26	59	112	26
Ashington	42	8	7	27	45	115	23

TOURING TEAM

DINNER GIVEN IN HONOUR OF CHINESE PLAYERS

SAILING FOR SINGAPORE

Members and officials of the different Chinese sporting Clubs of the Colony met at the Kam Ling Restaurant last night, to give the Hong Kong Chinese Amateur Athletic Federation a hearty send off before the Federation leaves for Singapore on Sunday next on the B. & I. s.s. "Takliwa" to play a series of football matches with the Chinese in the Straits Settlements.

Mr. Luk Ngai-wan presided, others attending including Mr. Wong Kwong-tin, the Hon. Chairman of the Chinese Amateur Athletic Federation, and Messrs. Ng Sze-kwong, Hin Wong, H. K. Mok, K. L. Chau, J. S. Shak, S. W. Ko, and representatives of the Chinese Y.M.C.A., Chinese Recreation Club, China Athletic Association, South China Athletic Association, Ching Woo Athletic Association, the Fukien Athletic Association, Ying Wah College, and Chinese Bathing Club.

Mr. H. K. Mok and Mr. H. K. Lee are the managers of the departing football team. Mr. J. S. Shak will accompany them in the capacity of Secretary. The team is composed of the following players, selected from the South China Athletic Association and the Chinese Amateur Athletic Association:—Messrs. Lo Wei-man, Shek Pui-tim, Li Hung-ching, Ho Wei-yin, Ho Ka-keung, Chan Shek-pui, Tao Kwei-sing, Wong Shui-wah (Chinese Athletic), and Messrs. Fung King-cheung, Leung Wing-lak, Ip Pak-wa, Chu Kwok-lun, Leung Yin-chen, Leung Wing-chui, Li Tin-sang (South China).

TENNIS

KNOCK-OUT HARD COURT TOURNAMENT

Y.M.C.A. ACTIVITIES

On the hard courts at the Y.M.C.A. on Wednesday, a knock-out tournament took place; eleven pairs entering.

Owing to the short playing time at the disposal of the participants, each game consisted of the best of seven sets; but in spite of this, the semi-finals and final were played in falling light. The semi-finalists were Rev. J. H. Johnston and Mr. J. M. Jack against Mr. Justice J. R. Wood and Mr. G. P. Hedley, the latter pair winning 4-1. The winning pair were presented with spoons. It is hoped that similar tournaments will be arranged in future.

On Saturday, May 11, a mixed American Tournament will be held on the King's Park grass courts, commencing at 2.30. This is open to members of the Tennis Club and their lady friends. The draw for the "Weall" Cup has been made, and the handicap list may be seen at the Y.M.C.A. or King's Park.

On Saturday the first League match will be played, the Y.M.C.A. being drawn against the Nippon Club.

HOME RACING

FAVOURITE WINS TWO THOUSAND GUINEAS

London, Yesterday.
The result of the Two Thousand Guineas, run at Newmarket over one mile, was as follows:

Major McAlmon's Mr. Jinks 1.
Lord Astor's Cragadour 2.
Sir Victor Sassoon's Gay Day 3.
Twenty-two ran. Won by a head; a length and a half between second and third.

Betting:

5 to 2 agst. Mr. Jinks.
4 to 1 agst. Cragadour.
20 to 1 agst. Gay Day.
—Reuter.

RACING

SHANGHAI CHAMPION SWEEPSTAKES ON MAY 8

24 PONIES QUALIFIED

Two hundred and seventy-eight ponies, representing 116 stables, will take part in the Spring Meeting of the Shanghai Race Club which opens on May 6 and continues on May 7, 8 and 11.

The Champion Sweepstakes, the "Classic of Classics," will be run on the third day of the meeting and is the ninth race on the programme for that day. Twenty-four ponies have to date qualified for the Champions. They are as follows:—

Ponies

1.—Alligator	4th Race
2.—Alverbank	5th Race
3.—Astrup	11th Race
4.—Don Philippe	6th Race
5.—Education	7th Race
6.—Firefly	3rd Race
7.—John Willy	4th Race
8.—Jupiter	7th Race
9.—Keora	6th Race
10.—Master Six	10th Race
11.—Nith	2nd Race
12.—Pat	5th Race
13.—Royal Lancer	2nd Race
14.—St. Patrick	8th Race
15.—Tavel	8th Race
16.—The Jay	8th Race
17.—The Snake Bird	10th Race
18.—Thistle-down	10th Race
19.—Tyne II.	5th Race
20.—Umpqua	3rd Race
21.—Wedding Eye	2nd Race
22.—Whatecroft	7th Race
23.—What Rosemary	4th Race
24.—Zanzibar	6th Race

Wheatcroft Popular

Of the 24 ponies qualified to date, Wheatcroft has twice won the Champions and ran second once. Wheatcroft won the event in the 1926 autumn meeting and won the spring classic of 1928. Last year he ran second to Busy, who in the Champions. White Rosemary, another of the ponies qualified, ran second to Wheatcroft in the spring classic of 1928.

JAPAN AND CHINA

SETTLING OUTSTANDING "INCIDENTS"

NEW COMMERCE TREATY?

Tokyo, Yesterday.
Final approval has been given to the drafts of the Nanking and Hankow agreements between Japan and China and Mr. K. Yoshizawa (Minister to China) has been instructed to sign.

At the same time, preliminary negotiations on the question of concluding a new commercial treaty to replace the treaty abrogated last July have progressed so favourably that the Foreign Office states that all misunderstandings and ill-feelings engendered by China's action have now been removed. The signing of the Nanking and Hankow agreements will thus mark the removal of the last of the outstanding questions which were causing such strained relations between the two countries in the last few years, and appears to herald a new epoch in Chinese and Japanese relations.

Embassy or Legation?

Questioned regarding the report that Japan is contemplating raising the status of the Legation to that of an Embassy, the spokesman guardedly intimated that they might consider it if the present strained relations between General Feng Yu-shiang and Marshal Chiang Kai-shek blew over and the Nanking Government was firmly established. The spokesman recalled that appropriations for establishing an Embassy were voted in 1924 but Japan had agreed to postpone the raising of the status in accordance with the wishes of other Powers.

It is understood that Mr. Yoshizawa will be returning to Tokyo shortly for the purpose of arranging the opening of formal negotiations for the new treaty with China.—Reuter.

POLITICAL MOVES

CHIANG LEAVES HURRIEDLY FOR NANKING

NEW MINISTER FOR WAR

Hankow, Yesterday.
The sudden departure of Marshal Chiang Kai-shek yesterday, before the question of Hupeh provincial appointments had been decided, is causing considerable speculation in Chinese circles.

It is officially stated that urgent affairs are awaiting his attention in Nanking though the nature of these affairs is not disclosed. It is learned that part of the troops in west Hupeh under Hsia Tao-yin and Chu Shao-liang have been detached towards the border towns of Fancheng and Siangyang, while Chang Fa-kuei's and Fong Ting-

DON'T WASTE WATER!

Yin's troops remain in west Hupeh to guard against developments from Szechuan. It is uncertain whether any immediate significance can be attached to the movements of the first-named group, but hitherto there are no signs of perturbation in official circles.—Reuter.

Anhui to Shantung

Nanking, Yesterday.
In the absence of Lu Chung-lin, acting Minister of War, Chen Yi, Director of the Soldier and Labour Corps Department, will take charge of the War Ministry.

A reliable report from Nanking states that Chen Tiao-yuan, Chairman of the Anhui Provincial Government, is being transferred to the Shantung Provincial Government. It is further stated that Chen Tiao-yuan has been instructed to advance his forces from Pengpu northwards to garrison Tsinan after the Japanese evacuation.—Reuter.

Japanese Withdrawal

Tsinan, Yesterday.
Approximately 10,000 of Fong Chen-wu's troops have reached the northern bank of the Yellow River within five miles of Tsinan. General Fong Chen-wu, who is still at Tehchow, has telegraphed to the State Council for instructions. The Japanese withdrawal is expected within 48 hours.—Reuter.

Yen Hsi-shan

Nanking, Yesterday.
General Yen Hsi-shan has wired to the State Council that he plans to go to Peking in a day or two and after a short stay here will proceed to Nanking.—Reuter.

IN FAR EAST

REFERENCE TO EDUCATIONAL INSTITUTIONS

London, Tuesday.
Mr. L. S. M. Amery (Dominions Secretary), in introducing the Colonial Estimates in the House of Commons, referred to the educational institutions of the Empire and mentioned the splendid new Raffles University College, officially opened at Singapore last year and the Ceylon University, which he hoped would materialise in the near future.—Reuter.

SEPOY KILLS MAJOR

RESENTMENT AT NOT BEING PROMOTED

Calcutta, April 23.
Major W. C. S. Haycroft, of the 5th Punjab Regiment, stationed at Nowshera, has been shot dead by a Sikh sepoy at the rifle range.

Major Haycroft was supervising rifle practice when a bugler suddenly loaded his rifle, and, dashing up behind the Major, shot him in the back, killing him instantly. The bullet passed through the body and wounded two sepoys. The assailant fired two more shots and one passed between the legs of a Subadar Major.

It is stated that the assailant was resentful at being passed over for the rank of lance-naik, and presumably he held Major Haycroft responsible.

ANDERSON'S PLANE

WHAT THE LAND PARTY DISCOVERED

BOTH BODIES FOUND

Sydney, Yesterday.
When the Land Party from Wave-hill reached Keith Anderson's plane they found Hitchcock's body under the machine and Anderson's body was forty yards away.—Reuter.

PARTIALLY BURIED BODY SEEN

LOST IN THE DESERT

Sydney, April 23.
Capt. Brain, who discovered the aeroplane "Kookaburra," in which Lieut. Keith Anderson and Mr. Hitchcock were lost in the Tanmi Desert, to-day escorted three Air Force machines to the spot from Newcastle Waters.

In addition to the body under the wing, what appeared to be a partially buried body was discerned close to the aeroplane. It is considered impossible that the airmen could have survived more than two or three days without food and water in the terrific heat. The temperature at midnight is 100 degrees.

The "Southern Cross" flew to the spot from Wyndham to-day and a radio message was sent stating that it was impossible to land. The "Southern Cross" then proceeded to Newcastle Waters.—Straits Times.

ASYLUM REFUSED

CHANG TSUNG-CHANG TO GO TO JAPAN?

Tokyo, Yesterday.
A message from Dairen says that the "Northern" General Chang Tsung-chang arrived in disguise, on a junk off Port Arthur, at dawn to-day, and attempted to land, but the Japanese police forbade it.

As the Kwantung (Japanese) authorities are refusing him asylum, and landing in the Chinese littoral will mean certain execution, Chang Tsung-chang plans to go to Japan, where it is believed the authorities will permit his residence under surveillance. Chang Tsung-chang's Lieutenant, Wu Kuang-hsin, has already been allowed to land at Moji.—Reuter.



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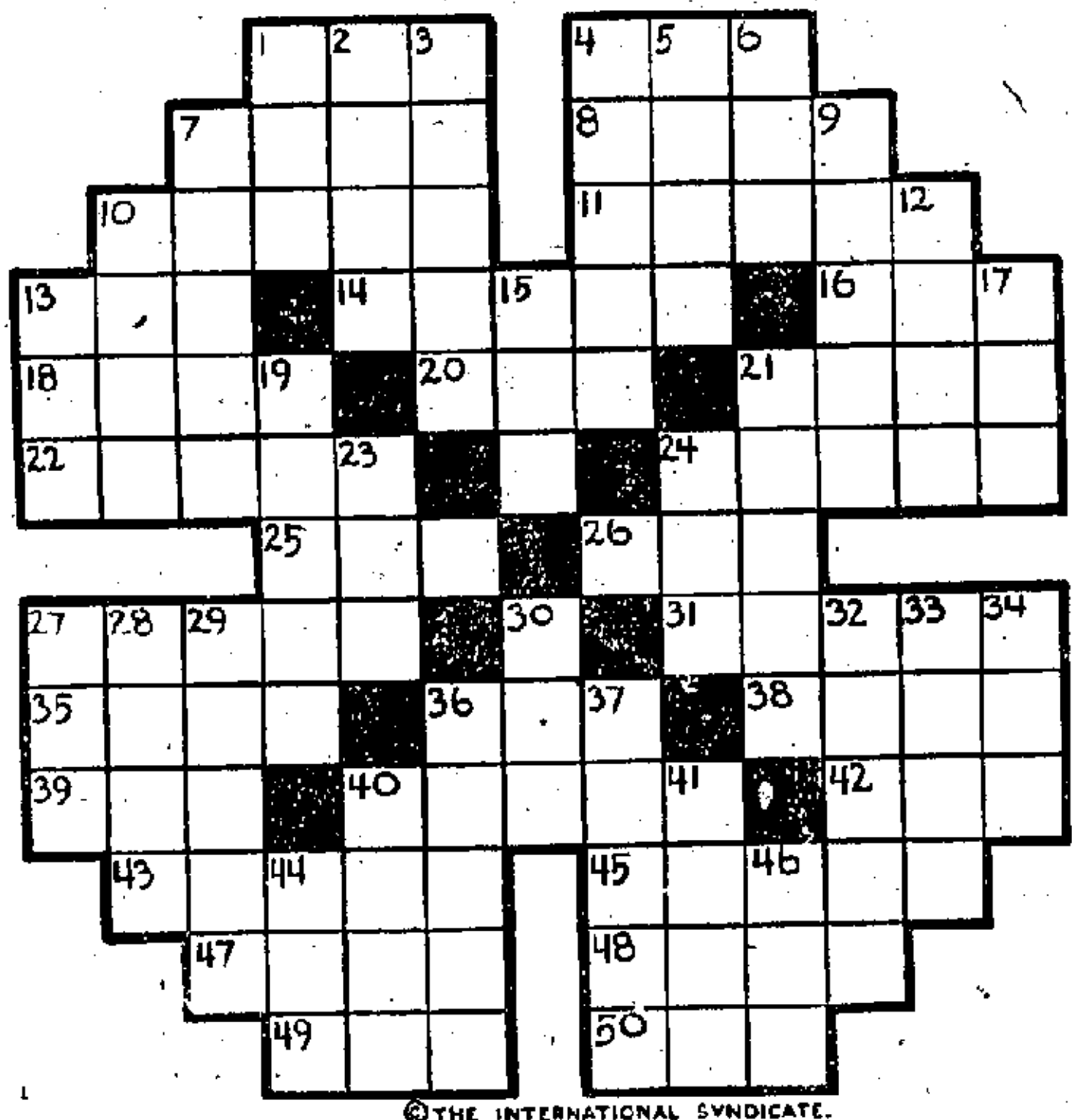
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DAILY CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert
but our readers are warned to look out for occasional
phonetic spellings such as harbor, plow, and altho.)



- | | | |
|---------------------------------|-----------------------------|--|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Letter | 39-Contraction of "it is" | 15-A river in Scotland |
| 4-Forward part of a ship | 40-Small rude house (abbr.) | 17-Point of compass (abbr.) |
| 7-Large package | 42-The (Spanish) sorrow | 19-Sign |
| 8-Assist | 43-A rover | 21-The upper air |
| 10-Title of respect | 45-Boy's name | 23-Congee |
| 11-Bird | 47-Not one | 24-Perched |
| 13-Corrupt | 48-Heroic poem | 27-Obtain |
| 14-A grass-like herb | 49-Indite | 28-Shower |
| 16-A call in driving animals | 50-Remark (abbr.) | 29-Malicious burning of a structure |
| 18-Hence | VERTICAL | 30-Gentle blow |
| 20-Sheltered side | 1-Boy | 32-Pertaining to Eolia in ancient Greece |
| 21-Period of time (pl.) | 2-Exclamation of sorrow | 34-City thoroughfares (abbr.) |
| 22-Consider | 3-Paired | 36-Loaded |
| 24-Cubic unit of metric measure | 4-Flat-bottomed boat | 37-Expressed juice of apples |
| 25-Fish | 5-Musical instrument | 40-Walking stick |
| 26-Interjection of contempt | 6-Banana | 41-Back of the neck |
| 27-Beatow | 7-Initials of office | 44-Swab |
| 31-Abounds | 8-Division of N. E. Asia | 45-Vigor |
| 32-Sense organ (pl.) | 10-Female horse | |
| 36-A varnish gum | 12-Nigh | |
| 38-Underground part of a plant | 13-Article of furniture | |

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words in which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

COLONY'S RAINFALL

FOUR DRIEST PERIODS ON RECORD

The following comparison of the rainfall during 11 months, June-April, in the driest periods on record, has been sent to us by the Royal Observatory:

	Aver. Rain	Rain-fall	Rain-fall	Rain-fall
June	15.599	4.970	2.335	15.139
July	14.415	18.870	5.585	4.780
August	14.896	4.125	14.000	12.910
September	9.630	8.965	3.890	3.015
October	4.393	0.800	2.505	0.435
November	1.742	0.325	0.770	0.815
December	1.027	0.200	0.885	0.020
January	1.323	1.730	0.285	0.930
February	1.681	7.945	0.020	0.585
March	2.945	1.445	0.498	0.505
April	5.645	2.100	1.845	1.540
Total	11 months	72.658	48.175	32.550

YESTERDAY'S SOLUTION

OWNED	VALES	SLAM
TIME	EXACT	TOME
GUILD	RECUR	ACES
ALTARS	EDITIONS	
FIRED	EVER	
CARESSER	INSERT	
BOSS	CLANG	SANK
ATE	DEALT	SEDDIE
LESSER	MISTRESS	
TEES	COOP	
ENCUMBER	OPERS	
LOOP	REACT	WING
BOLE	ASH	TRIE
NITE	LYDIE	SEWS

MARQUIS TOKUGAWA

Tokyo, April 25.
Marquis Yoshichika Tokugawa, accompanied by Marchioness Tokugawa, left here yesterday for Kobe, whence they are sailing for Batavia to attend the 4th Pan-Pacific Scientific Congress to be held there shortly.—Toho.

POISON VERDICT

FOREIGNER'S DEATH IN SHANGHAI

CAPTAIN K. W. J. POWER

Evidence that he had taken some white powder from a Russian cabaret girl and had drunk it with his whisky and soda was brought out at the inquest at the British Police Court, Shanghai, on April 25, on Captain Kenneth William Joseph Power, of the Chinese Maritime Customs. Mr. A. J. Martin, the Registrar, sitting as Coroner, brought in a verdict that death was due to pneumonia brought on by narcotic poisoning.

Captain Power returned to Shanghai recently and was living at the Palace Hotel. He was found unconscious in his room at the hotel and was removed to the General Hospital where he passed away two days later.

Found Unconscious

Dr. O'Driscoll, who was one of the two physicians who attended the Captain at the Hospital, disclosed to the Coroner a conversation which he had with Captain Power. The latter told him that the evening before he was found unconscious he was in the Alcazar Cabaret. He had a headache and asked a dancing girl for an aspirin. She gave him some white powder from a package which was in her bag and told him that it was aspirin. He took the powder which tasted bitter but felt no effects.

Witness asserted that death was due to hypostatic or insipid pneumonia or a blockage of the lungs due to artificial respiration and the oxygen which had to be administered. This was substantiated by the testimony of Dr. Renner, who was called by the manager of the Palace Hotel to attend the Captain. Dr. Renner thought that death was also due to heart weakness and asserted that pneumonia had nothing directly to do with the poisoning but probably indirectly. He had called in the police after discovering that the deceased had been poisoned.

During the proceedings, the coroner enquired from one of the witnesses, Detective Sergeant Barton, of the Central Station, whether the police had been able to locate the cabaret girl and he elicited the reply that they had not but expect to do so. They had visited every cabaret in Frenchtown.

Traces of Poisoning

Dr. A. Renner stated in evidence that he was called by telephone to the Palace Hotel to attend someone who was very sick at about 8.30 a.m. On arrival at the hotel he was taken into a room where he found the Captain lying unconscious in bed. An examination showed traces of opiate poisoning. The symptoms pointed to heroin, morphine or opium. Artificial breathing and injections were resorted to, and after a while the patient regained partial consciousness, and witness sent him to the General Hospital in an ambulance, following in his car later.

Describing his examination of the deceased at the hospital, witness stated that his condition aggravated and witness called in another doctor as it was a case for the police and he did not want to shoulder all the responsibility. He sent for Dr. O'Hara who was operating, but his assistant, Dr. O'Driscoll, arrived in his stead and gave witness his assistance. Until three that afternoon they did everything they could for the patient who regained full consciousness then and showed an improvement in his condition. When witness saw him again at 6 p.m. he was what witness thought "Perfectly all right."

Died After Relapse

The following day, Dr. Renner continued, the patient got along very nicely but there was a relapse the day after. That morning the patient was in a primary state of hypostatic or insipid pneumonia. Witness summoned Dr. O'Hara for a consultation which was fixed at 5.10 p.m. The patient was in a serious condition then. Dr. O'Hara stayed with him in the patient's room for three quarters of an hour. At the end of that period they left the room as there was no imminent danger. When they had gone five or six steps they were called back by the boy. They returned to find the Captain in a state of collapse. He passed away from weakness of the heart.

Dissolved in System

In answer to the Coroner, witness added that pneumonia had nothing directly to do with the poisoning. He had told the manager of the hotel to telephone to the police when he was first called into the case. That was directly after he ascertained that the man had been poisoned. Contents of the stomach of the patient were sent to the Health Department of the S. M. C. and witness subsequently received a report about it giving a negative result. If the poison had been taken ten hours before the

deceased was given medical attention, witness stated he would not expect to find any poison in the stomach contents as it would have already dissolved into the system.

Dr. J. A. O'Driscoll had little to add to the testimony of Dr. Renner from a medical standpoint. When deceased had fully regained consciousness witness had asked him what he had been taking the previous evening. Captain Power replied that he had a headache and was in the Alcazar Cabaret where he asked a girl he had been dancing with for an aspirin. She produced a white powder from a bag which she told him was aspirin and he took the powder which he said tasted bitter. He did not feel the effects of it and returned to the Palace Hotel about two in the morning and went to bed. He had been drinking, Dr. O'Driscoll informed the coroner, which might have slowed the action of the narcotic. Witness suspected that the narcotic was heroin or some derivative of opiate.

Detective Sergeant A. C. Barton, stated that he went to the Hospital to see Captain Power who was unconscious. At 11 a.m. on April 18, when witness again called he was lying in bed reading a newspaper. Witness put a few questions to him and he related that on the evening of April 15, he had been to several cabarets in Frenchtown but could not give their names but only recollected that of Alcazar.

Swallowed White Powder
Witness was also told how the Captain was seated at a table in one of these resorts drinking whisky and soda. He became faint and asked a Russian dancing girl sitting at the opposite side of the room if she had an aspirin. From her handbag she produced some white powder which he emptied into his glass and drank.

Sergeant Barton stated in answer to the coroner that he had made inquiries at Alcazar and all cabarets in Frenchtown but was unable to find which place and girl it was. There were quite a number of girls in each cabaret, about 30. The coroner wanted to know whether witness had heard of cabaret girls carrying heroin and witness replied that he could not say for sure.

After a few minutes' deliberation the Coroner returned the following verdict: "I find that Kenneth William Joseph Power died at the General Hospital, Shanghai, on April 18, of pneumonia brought on as a result of narcotic poisoning."

TO-DAY'S RADIO

BROADCAST BY
Z. B. W.

The following programme will be broadcast to-day from Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m.—Programme of Chinese music.

7.48 p.m.—Evening weather report.

8 p.m.—Evening programme of Chinese music relayed from the Roof Garden of Sincere Co., Ltd.

10.30 p.m.—Close down.



Life's Outlook

is always overcast to the man whose nerves are all awry or who suffers habitually from dyspepsia. Cheerlessly he gazes out on the world's activities and pleasures, unable to understand how others can find happiness therein.

The need of such a man is a revivifying of his nervous forces. And this can only be accomplished through his blood, for it is the blood that supplies nourishment to every nerve and fibre of man's being.

In Dr. Williams' Pink Pills innumerable, gloomy, nerve-racked dyspeptics have found just this long-sought help. Speedily and surely these world famous tonic pills purify, enrich and strengthen the blood, and thus, at very dose, the nerves are fed with new strength, the digestive organs are changed with fresh vigour, spirits revive, old interests re-awaken, life is found again worth the living. "I feel a new man, since taking Dr. Williams' Pink Pills," has been the glad cry of thousands of former sufferers. If you are dyspeptic, nervous, despondent, why not let it be yours too? Dr. Williams' Pink Pills for Pale People are obtainable from chemists everywhere, or post free, \$1.50 per bottle, \$3.50 per dozen, from Dr. Williams' Medicine Co., 60, Nassau Street, New York.

MACHINERY CASE

CHINESE MILL MANAGER AS CO-DEFENDANT

TLS. 500,000 INVOLVED

When the private criminal prosecution for alleged fraud involving Tls. 500,000 brought by Andersen, Meyer and Company against a bank manager and a former mill manager was resumed in the Provisional Court Shanghai, on April 25, it was announced that the second accused had ignored the Court's order and again failed to appear.

The allegations against the two were that of unlawfully mortgaging a set of machinery of the American firm with intent to defraud the complainants. The second accused, Moh Shu-tsai, was stated to be the former manager of the Hung Dah Cotton Mill in Pootung who had bought the set of machinery and engines from Andersen, Meyer on the deferred payment plan. The mill was subsequently sold for \$400,000 owing to business reverses, and it was alleged that its entire plant, including the set of machinery and engines of the complainant which had not been paid for, was mortgaged by the mill-manager to the Heng Loong Native Bank of which the second accused was the manager. It was also alleged by counsel for Andersen, Meyer that the two had connived at what counsel called a fraudulent mortgage.

Andersen, Meyer, it was disclosed, had sought to recover their alleged loss of Tls. 500,000 in the native court. The action was subsequently brought in the Provisional Court. The proceedings were heard before Judge Chen and Mr. C. D. Meinhardt, on April 25. Senior Counsel's Deputy, Mr. Y. L. Wang and Dr. Y. L. Yao, legal adviser to the Chinese Chamber of Commerce, appeared for Andersen, Meyer, and Messrs. Wong Peh-dong and Yue Hai-yun were for the bank manager accused. Mr. C. S. Franklin, of the firm of Fleming, Franklin and Allman, was also attorney in fact for Andersen, Meyer and Co.

Warrant Is Asked

When informed of the further absence of the former mill-manager from the court, Dr. Yao asked for a warrant to be issued for his arrest with the assistance of the Native Court in accordance with the provisions of the Chinese Criminal Code.

Mr. Wang, the second counsel for Andersen, Meyer, next stated that since the last hearing they had gone into the books of the Heng Loong Bank relating to the business it had with the mill and had been convinced that the bank was in no way implicated in the fraud with the former mill-manager. They had a different impression before that. The rates of interest which the bank charged to the mill for certain loans were irregular between certain periods. An agreement between the parties stated that there was a mortgage but the books of the bank only mentioned a loan instead of mortgage. In other words, the book did not agree with the agreement. The agreement should have been made before the entry in the book but the reverse seemed to be the case. Counsel then handed into court a copy of certain entries in the book.

No Security Put Up

Judge Chen then asked counsel what further evidence he could produce against the accused. Mr. Wang replied that it was not for the complainant to bring fresh proof but for the accused to answer the evidence of guilt brought against them so far. Pressed for further proofs, Mr. Wang asserted that he would call in more evidence if the court was perfectly satisfied that the former mill manager would not abscond in the meantime. Counsel pointed out that this accused had not put up any security or bail and was not under detention. Dr. Yao intervened with the remark that they had already produced abundant proof and should not be called to give more evidence.

Judge Chen replied that the onus of proving guilt of the accused in a criminal case was on the party bringing the prosecution. That being the case they had to bring forward every particle of evidence they could find. Counsel further stated that it was understood that the mill had been sold for Tls. 400,000. The manager of another bank who was an agent of the mill he said, had approached Andersen, Meyer, proposed the sale of the mill and a liquidation of its indebtedness to Andersen, Meyer. That arrangement was not lived up to because of the disappearance of the manager of the mill.

The case was adjourned after further argument.

Essex Park, near York, the residence of Mrs. Forbes Adam, a daughter of the third Lord Wenlock and a first cousin of Viscount Lascelles, is to be turned into flats.

THE HONGKONG

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HONGKONG HOTEL: REPULSE BAY HOTEL:
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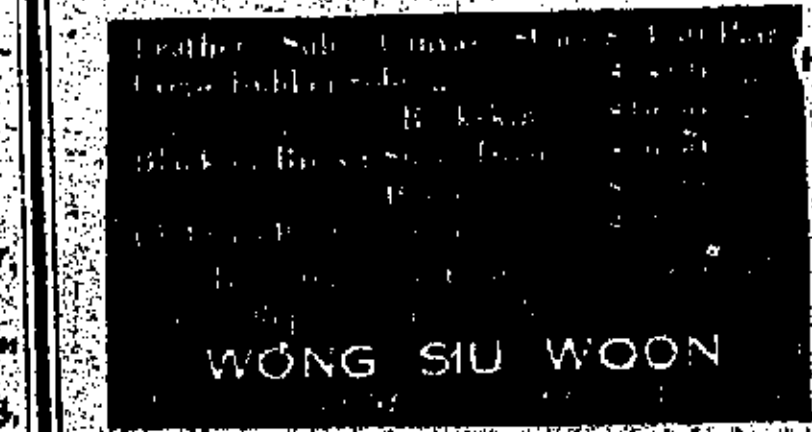
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WONG SIU WOON

THE MOTORISTS' PAGE

SINCERE'S

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MOTOR CYCLES

TO SUIT EVERY PURPOSE, FOR
SPORTS, PLEASURE OR BUSINESS.

Unsurpassed Values!

Ask For Easy Payment Terms

FOR SOUTH CHINA

DODGE BROTHERS TRUCKS

The South China Motor Car Company, who are the Sole Agents in South China for Dodge Brothers Corporation, have just received a shipment of the latest truck chassis manufactured by this well known concern.

These trucks were formerly manufactured under the name of Graham Brothers, but since it has been found that thinking purchasers prefer purchasing trucks built by Dodge Brothers and distinguished as such, it has been decided to have these trucks take the name of their makers, Dodge Brothers.

The Dodge Brothers Trucks bear many improvements that are new to truck manufacture.

Speed
For speed the Dodge Brothers Trucks stand out unique. Six cylinder trucks with four speed transmissions and four wheel hydraulic brakes are built by Dodge Brothers.

Six Capacities of Trucks
Dodge Brothers Trucks are built in six capacities, ranging from the 3/4 ton Merchants Express to the Heavy Duty three-ton truck.

Tests for Motor Trucks
To insure dependability and economy in operation, the truck division of Dodge Brothers sends trucks and commercial cars on test trips totalling 200,000 miles annually. The runs are made in all parts of the country, and accurate records are made of performance. In addition, every unit is tested on a proving track after it leaves the final assembly line.

Chromium Plated
The Dodge Brothers Trucks are fitted with Chromium plated radiator shells, head lamp rims and tail light, instead of nickel. Chromium plating is most important to a truck because usually trucks are not polished as frequently as passenger cars. In consequence, Chromium plating prolongs the life of all the parts affected and is a great advantage to truck owners.

Other Improvements
There are numerous other improvements in the Dodge Brothers Trucks, such as the Chrysler Four Wheel Hydraulic Brake. It would be a difficult task to name the improvements one by one, but an inspection of the truck will certainly reveal many outstanding features new to any make of truck.

Bodies Built to Order
The South China Motor Car Company's Workshop maintains a permanent staff of expert mechanics for service. Building bodies of various descriptions is skilfully undertaken, either according to plans supplied by purchasers or designs executed by the South China Motor Car Company. One of the latest models in Dodge Brothers Trucks may be

ROYAL CAR

TO TAKE CONVALESCENT KING

The rapidity of King George's recovery from his serious illness is well indicated by the purchase of three new motor cars for the Royal Household, the first of which have been bought for five years.

One is a grey saloon. The second is a new brougham in Royal red and scarlet, for use in London when the King and Queen pay private calls, or by the King when going out to dinner.

But the most interesting of the three, all of which are of British design and make, is a six-wheeled saloon which will now replace the pony traps hitherto used for taking the King's shooting parties across the moors.

After his long illness, when, for a time, he will be unable to do much walking, the King himself will use this car for visiting his model farms and dairies. It has been made to travel over rough ground which no ordinary car could tackle, but instead of a "caterpillar" tractor the six wheels are fitted with strong Dunlop pneumatic tyres.

A novel feature is a second speedometer within the saloon to allow both the King and Queen to watch the speed at which they are travelling.

A special staff of mechanics will tend the three cars at Buckingham Palace. Part of their work is to remove scratches found on the paintwork when the Royal cars return to the Mews, marks which are often the result of people putting their names there in the hope that the world at large may know that they have been so near the King.

RELIABILITY TRIAL

FIAT GAINS FIRST PLACE

On Sunday, March 2, the Winter Reliability Trial, organised by the Varese (Italy) Automobile Club, took place. There was a large number of entries, and the trial, which was witnessed by a numerous and interested public, afforded yet another proof of the reliability and sturdiness of Fiat Cars.

Not only did a little 9 PH Fiat win in Class I, in which it was piloted to victory by Mr. Modia Santile of Gallarate, but 2nd place was also occupied by a similar car driven by Mr. Mario Mozzera of Varese. Further, by losing the least number of points through penalties, due to the merits of Mr. Enrico Villa of Gallarate who drove an old Model 501 (famously known as the "Baby Fiat") and gained first place in Class 2, the special prize provided for by the regulations, and the first prize for reliability were both awarded to the Fiat.

seen at the Company's Showroom at 33, Des Voeux-road, Central, and a trial run can be arranged any time it is desired.

CHEVROLET TALKS!

OVER THE PHONE FROM NEW YORK TO STOCKHOLM

W. T. Whalen, General Manager of the General Motors Export Company, sat at his desk on the 17th

floor of the General Motors Building in New York the other day, and for a few minutes addressed a convention of Chevrolet dealers in Stockholm, Sweden. The talk was transmitted by trans-oceanic telephone from New York to Stockholm and carried to the dealers in a hall by amplifiers. A photograph of Mr. Whalen at his desk was taken while he was talking to Stockholm. Within a few hours the picture was developed and printed and sent by radio to London. From London a print of the photograph as received was sent by air mail to Stockholm, arriving there 72 hours after the actual telephone conversation.



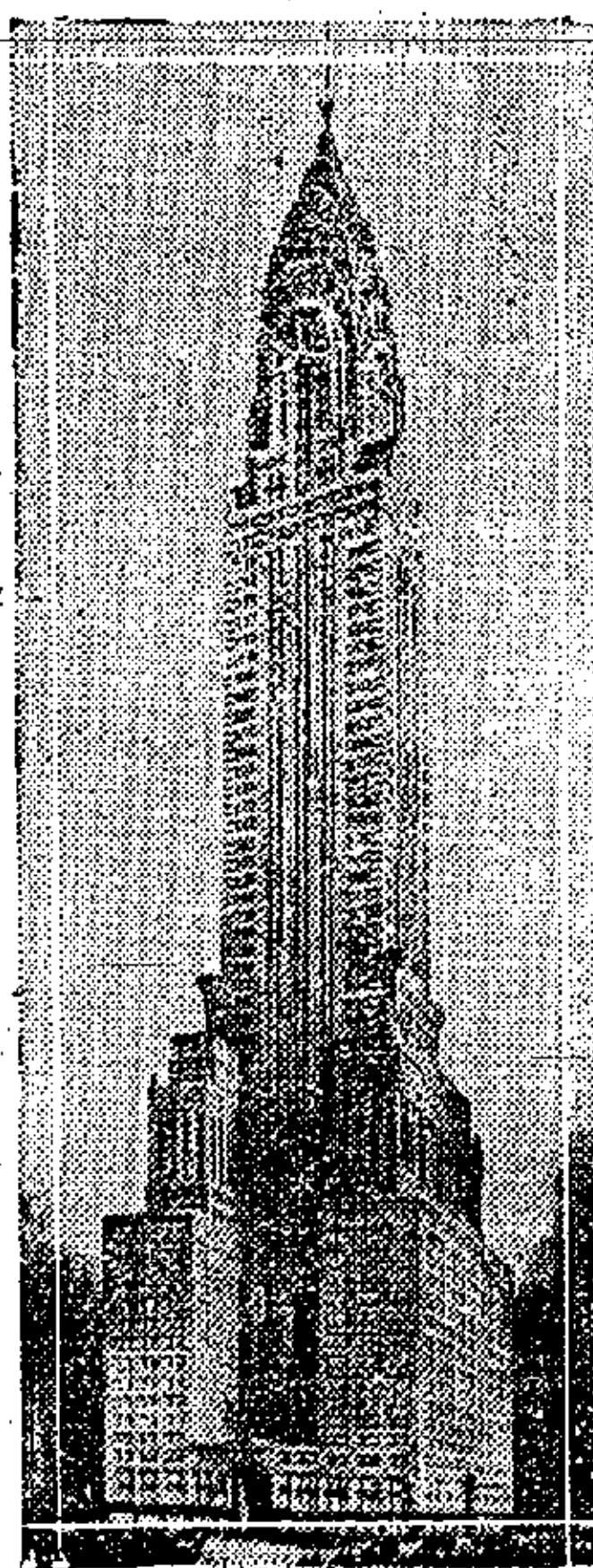
Thus the trans-oceanic telephone, sending of pictures by radio, and the airplane, were used to convey to the dealers of Sweden the good news about the new Chevrolet Six.

CHRYSLER BUILDING

TALLEST IN THE WORLD

Rising to a height of 800 feet—17 feet higher than the present world's tallest building—a new structure to be known as the Chrysler Building has been announced by the W. P. Chrysler Building Corporation, according to the announcement.

The property on which the skyscraper is to be erected has been leased for a long term of years. It fronts 201 feet on Lexington Avenue, 205 feet on 43rd Street and 107 feet on 42nd Street. Workman began clearing the site in October and excavation has been started. Construction is expected to be completed by May, 1930. It is too early to state authentically what form the final plans will take, but it is understood that the initial design is to provide for 68 storeys, 3 of them underground.



Stores are to occupy the ground floor space and offices the remaining floors, with apartments in the towers, surmounted by a 3-storey observation dome of bronze and glass, culminating in a spire. The facade, according to the initial design, is to be faced with stone to the 5th floor and with brick and terra cotta above that level. Thirty-three elevators will be used, it is said, establishing the greatest up-and-down transportation system in the world. According to the reports, the project would cost upward of \$14,000,000.

ABSENT-MINDED

MOTORIST FORGETS HE HAS A CAR

A policeman walking along North-road, Brighton, found a motor-car.

It was empty. But what was really important from the policeman's point of view was that it was obstructing the road.

So the policeman decided to keep an eye on it.

He kept an eye on it for a long time.

Six hours later he was still eyeing it.

Then the policeman gave it up. He took the car to the town hall.

It stayed there for two days before anyone claimed it.

Brighton magistrates heard this little story of a really Absent-Minded Motorist when they fined the owner of the car, Brigadier-General Julius Ralph Young, £1 for the obstruction and 10s. for failing to carry necessary lights.

"General Young was looking for a flat in Brighton and completely forgot about the existence of his car," said his solicitor.

WHY not?



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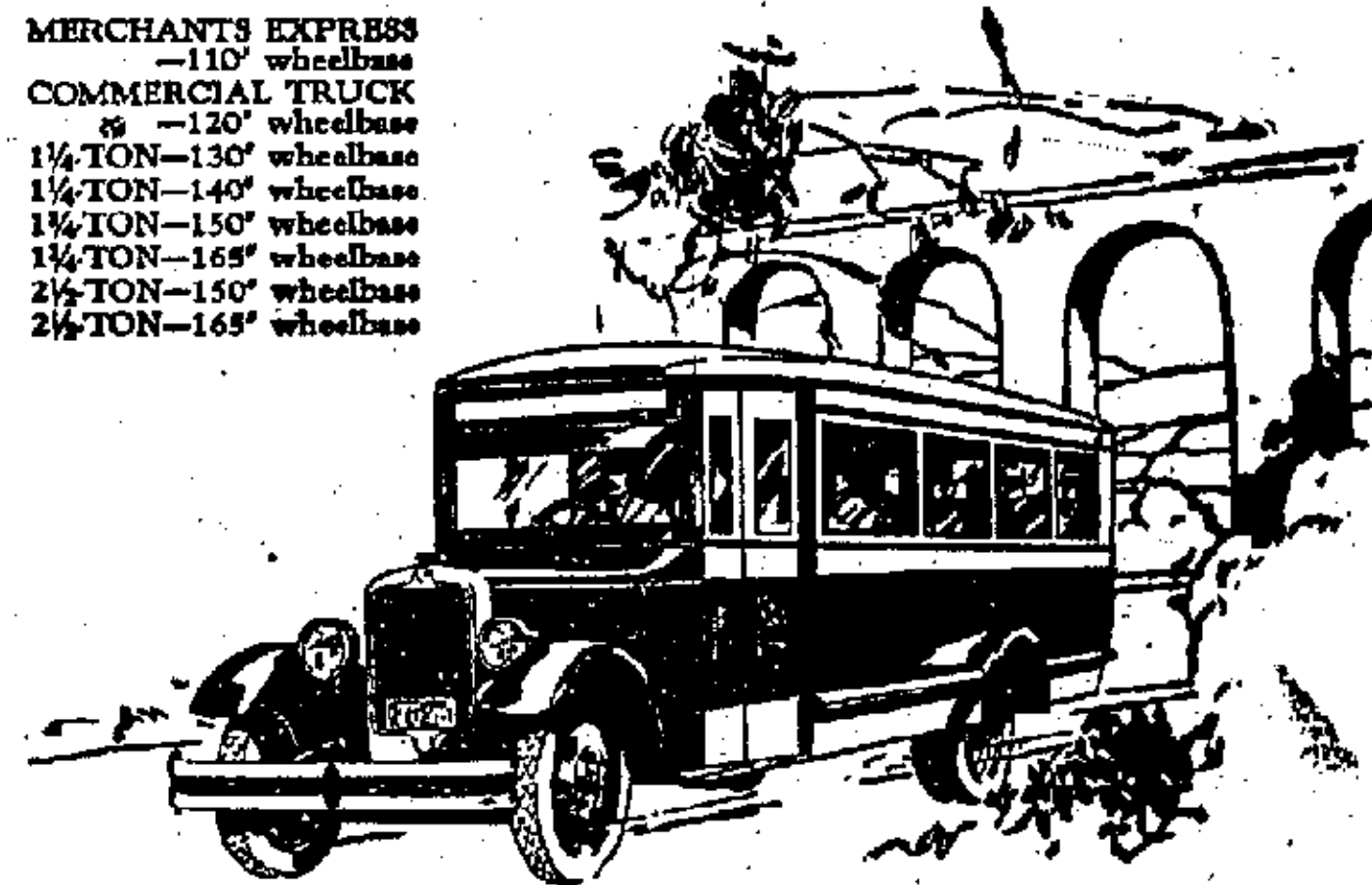
AND thereby reduce repairs and renewals to a minimum.

IT will keep your engine healthy.

IMPORTANT ANNOUNCEMENT.

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1 1/2 TON—150 wheelbase
1 1/2 TON—160 wheelbase
2 1/2 TON—160 wheelbase



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29 SHOWS

HONOUR FOR GENERAL MOTORS

The first National Automobile Show of America was held at Madison Square Garden, New York City, in 1900. Thirty-one different makes of cars were shown, of which eight were steam driven, eight electric and fifteen had gasoline motors. Twelve of the fifteen gasoline cars were fitted with single cylinder motors, two with two cylinders and one had three cylinders. Out of the thirty-one makes then displayed, only four are being manufactured to-day.

For twenty-nine years now, the New York Automobile Show has been an annual event. Held the early part of January, it inaugurates the selling season, and sets the standard for shows held throughout the country in all the big cities.

This year over forty-one manufacturers exhibited more than three hundred models at the Grand Central Palace. Displayed in a setting of beauty and lavishness, the stands attracted record crowds at all sessions. Never have better looking models been displayed. Never has style played a more important part in sales effort than to-day and this is especially true of the lower price class.

Ant international aspect was present for the first time owing to the representation of five foreign exhibitors. Previous to this year the New York show was confined to American cars but this year European manufacturers were invited to participate.

Occupying an important stand on the second floor of the building were two Vauxhall models—the British General Motors product—while the other cars from overseas included Austin and Daimler, from Britain; Mercedes-Benz from Germany and Renault from France.

Place of Honour

The place of honour was awarded to Chevrolet. This is the privilege of picking position on the main floor of the Palace and the award is determined by the gross sales during the period between August 1, 1927 and August 1, 1928.

Buick led its price class and Cadillac and La Salle in the fine car class. Buick displayed two models on the 116-inch wheelbase, three on the 121-inch wheelbase and three on the 129-inch wheelbase.

Three Cadillac and two La Salle models were exhibited. Cadillac showed a five-passenger Imperial landau cabriolet, 140-inch wheelbase, powered by V-type, 90 degree, eight-cylinder engine, 341-cubic inches displacement, body by Fisher, in black with chrome-plated wheels.

Chevrolet displayed a complete line including five closed and two open cars. Oakland showed a four-door sedan, two-door sedan, convertible cabriolet and landaulet sedan. All models mounted on 117-inch wheelbase, powered with six-cylinder motor.

Oldsmobile displayed two-door and four-door sedans of standard line; four door sedan, landau and sport coupe of de luxe line. The Pontiac Six for 1929 was displayed with all seven models.

Each succeeding year sees fewer and larger companies at the New York show. While there will always be small, independent automobile manufacturers in the United States, the American motoring public shows increasing confidence in the products of the larger corporations.

VITAL FACTORS

PERFORMANCE AND POWER

That power and brilliant motor performance can be attained without the sacrifice of fuel economy was demonstrated by a recent economy run held in the State of California, under the sanction and supervision of the American Automobile Association.

Thirty-seven cars piloted by as many women, completed a 170-mile run from Los Angeles to Wrightwood Mountain, climbing from almost sea level to an altitude of 6,000 feet. Each car observed the same rules, covered the same course, and ran under the same weather conditions. At the conclusion of the run, the official A.A.A. representatives awarded first place in its class to a Studebaker President Eight, which established the best economy record for eight cylinder cars in its price class with an average of 33.7 miles per gallon.

When all cars had been checked, however, it was found that the Studebaker President had not only led its class, but had also won second place in the grand sweepstakes competition which included every car in the field, regardless of power or price. The President's performance and economy record was bettered by a Ford sedan, which turned in an average of 35.5 miles per gallon.

The economy record of the President Eight in this test is considered high tribute to the brilliance of Studebaker's engineering staff and emphasizes the success

NEW MODELS

LARGER AND MORE BEAUTIFUL

Redesigned Whippets in both Four and Six Cylinder models, as recently announced by Willys-Overland, are featured by new beauty of body line and quality of construction that sets a new standard for light cars. The lowness of price on both lines completes the marvel of the achievement.

As President of one of the largest automobile manufacturing concerns in the world, Mr. John N. Willys now brings high priced car beauty and greater value to the low price field, in addition to presenting a car of proved mechanical excellence. This development follows just two and one-half years after his successful introduction of the original Whippet.

In presenting the new Whippet Fours and Sixes, Mr. Willys says: "When the original Whippet was introduced, designed on lines that entirely revolutionized the light car field, it was predicted that within two years, makers of all light cars in the Whippet classification would be forced to adopt the mechanical features first set by the Whippet or be relegated to the obsolete group. This applied particularly to four wheel brakes.

"In less than two years, automobile manufacturers in both the low and higher priced fields are following the trend set by the Whippet.

"And now we present the completely redesigned Whippet Fours and Sixes, bringing to the low price class for the first time in automotive history the beauty of high priced cars, in addition to proved mechanical superiority.

"There is no longer place, even in the low price field, for cars without the distinct new type of beauty and superior mechanical features introduced in the Whippet. To the manufacturer who fails to meet this trend we repeat the prediction of two and a half years ago, that he will find his cars no longer accepted by the motor buying public."

The new Superior Whippet establishes a precedent of beauty and outstanding mechanical features for light cars that is readily apparent even in the first glance. They are notable for their larger bodies and increased roominess, while the new artistry of design, with the sparkling colour combinations, is totally different from anything we have ever seen before in the low price classification.

Beauty and Quality

Every detail of the new Whippet bespeaks beauty of design and quality of workmanship and finish, from the high, chromium plated radiator to the carefully rounded lines of the rear quarters. The artistic body lines are admirably set off by the new type of sweeping, one-piece fenders, and effective use of belt moulding rounds out the artistry of design.

By combining a definite type of beauty, entirely new to the light car field, with the proved mechanical superiority of the previous Whippet Models, Willys-Overland has reached a new position of leadership in quality of light cars.

Outstanding among the features which place the Whippet in its distinctive position is the new "Finger-Tip Control." By means of this ingenious device, all functions of starting the motor, controlling the lighting system and sounding the horn are operated from a single button conveniently located in the centre of the steering wheel.

This system has been subjected to exhaustive tests and characterized by experts as the greatest driving convenience since the electric self-starter.

New Driving Convenience

A mere pull up on the button starts the motor. No longer is it necessary for the driver to fumble with his or her foot groping for a starter button which is so often placed in a rather inaccessible position. While this feature will undoubtedly be welcomed by all drivers, it has a special appeal to ladies.

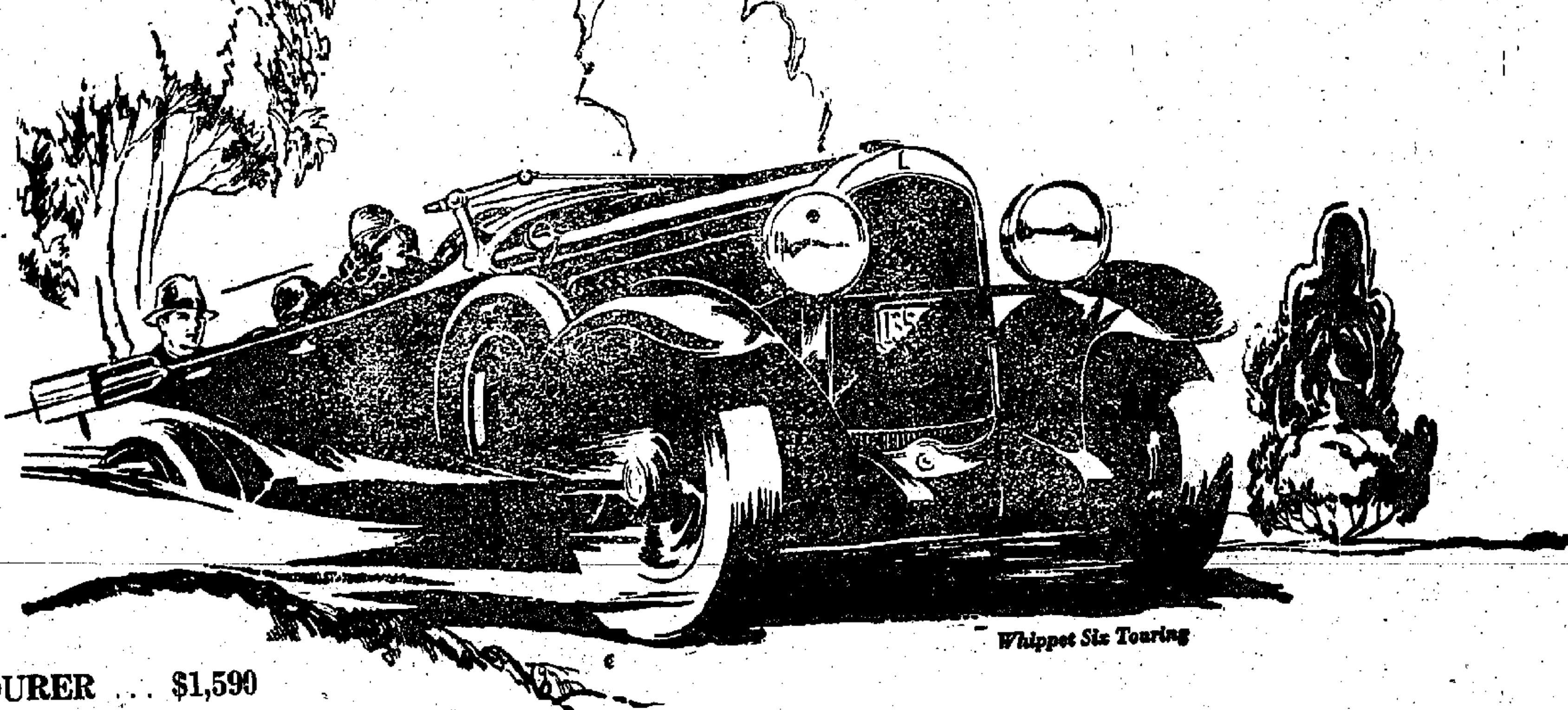
A distinct safety factor is also seen in this improvement since in night travelling the driver is not required to remove a hand from the wheel and reach to the dash to control lights—the new "Finger-Tip Control" operating them completely from its position at the centre of the steering wheel.

of Studebaker's policy of "balanced design." The President is a car of great speed and power, these qualities having been demonstrated by its world record of 30,000 miles in 28,326 consecutive minutes. This great feat was performed by a strictly stock President under A.A.A. supervision.

The California economy test showed that Studebaker engineers have been able to carry out in The President's design, their determination not to sacrifice any single quality of all-round performance to attain the brilliant speed which has won for The President 11 world records, 23 International records and 115 official American records.

Although the motor in both Four and Six have shown outstanding speed, power, and stamina in the past and have been accepted as the

The world's leading "SIX" value



TOURER ... \$1,590
ROADSTER ... \$1,695
COACH \$1,950
COUPE \$1,950
SEDAN \$2,080

(All prices and specifications subject to change without notice.)

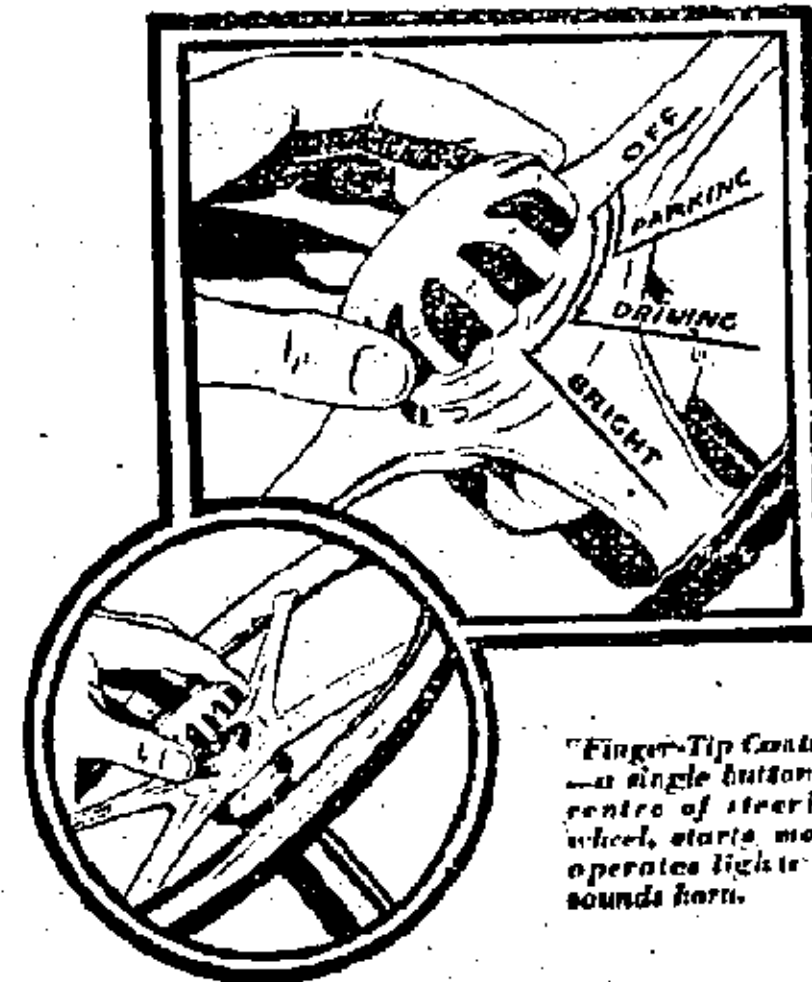
NO OTHER LOW PRICED CAR HAS SO MANY ADVANTAGES

In beauty, size and performance, the new Superior Whippet Six can be compared only to cars of much higher cost.

Grace of line sets an ultra-modern style trend for all light Sixes. Bigger bodies give extra leg room, head room and elbow room.

The new Superior Whippet Six is the world's lowest priced Six to offer the important engineering advantages of seven-bearing crankshaft, silent timing chain, full force-feed lubrication, aluminum alloy invar steel-strut pistons, and "Finger-Tip Control."

Let your nearest Willys-Overland dealer arrange a demonstration.



The new superior

WHIPPET SIX

LOWER COST OF OPERATION

Agents:
Messrs. Gilman & Co., Ltd.
Telephone C. 290.
4A Des Vaux Road, Central.

Garage and Service Station:
Messrs. Duro Motor Co., Ltd.
Telephone K. 226.
123 Nathan Road, Kowloon.

WILLYS - OVERLAND FINE MOTOR CARS

Increased wheelbase results in larger and roomier bodies, with newly designed interiors that are more spacious for driver and passengers. Seats are scientifically designed with perfect contours for maximum comfort, and with marked increase in both width and depth.

Increased space also provides utmost freedom for operation of the brake and clutch pedals. Comfortable riding quality is further enhanced by the use of longer front and rear spring in both the Four and Six.

The windshield is quickly and easily opened or closed with one hand by the new worm and wheel mono-control.

New Instrument Panel. Numerous conveniences in the new models, such as pockets and robe rails, show the careful attention paid to every detail of design and construction. The instruments are all grouped in a convenient panel on the dash board; the panel being finished in ivory with Butler Silver bezel.

To permit easy entrance and exit the doors of all models have been widened, using the same type of remote door controls as in former models.

Although the motor in both Four and Six have shown outstanding speed, power, and stamina in the past and have been accepted as the

ideal engines in their respective price classes, certain improvements are noted in the power plants now employed to have a much high speed and higher developed power, although the fundamental principles of design and construction remain unchanged.

Engine is Improved. The bore of the Whippet Four engine is unchanged, but the stroke has been increased by 3/8". Coupled with this increase in stroke is an increase in compression ratio which, with a new manifold and a larger intake valve, produces an engine of decidedly more horsepower and torque. With this change, Willys-Overland engineers declare, the engine now produces 40 horsepower which is 25 per cent. more than its predecessor—a claim which is established by actual tests under all conditions of driving including hill-climbing, speed under heavy load, etc. Another improvement in this motor is the adoption of Invar-Strut pistons.

Speed is Increased. The Whippet Six is not capable of speed in excess of 60 miles an hour, as demonstrated in repeated tests during which fuel consumption under normal driving conditions was better than 20 miles to the U.S. gallon.

The carburetors of both the

Whippet Four and Six have been entirely redesigned and add materially to the new high speed and power performance.

"Two-Lite" system of lamps is another distinctive feature of these new cars. These lamps, with chromium plated doors, are equipped with double filament bulbs for fixed focus, the upper beam throwing a bright light far down the road for fast driving, and the lower beam throwing the ray downward to a shorter distance for use in passing an oncoming car. These are controlled by the "Finger-Tip" device described earlier.

With the increase in wheelbase, the chassis of both Four and Six have been changed to incorporate material improvements over previous practice. Heavier material is used with additional cross members, and an improved method of attaching them to the side rails to provide greater ruggedness, stability and rigidity.

Steering Made Easier. The steering mechanism has been redesigned to provide marked ease of steering in the new Whippet. This has been accomplished through the use of worm and gear reduction of 11-to-1 as against 8-1/2-to-1 in the former models.

The design of the steering

wheel itself makes for more comfort in driving since the oval section of the rim is inclined and not parallel to the steering post, so that the hands rest in a natural position on the wheel.

The lubrication system follows the same practice which has been so successful in previous models—that of full force feed system which assures positive lubrication to every part of the engine requiring oil.

The transmission and clutch are unchanged. The generally satisfactory operation of gear shifting in the original Whippet transmission have therefore been retained.

The two-board is now covered by a moulded rubber mat having a steel insert which fits closely around the brake and clutch pedals and shuts out all cold and moisture at these points.

The very adequate braking system of the Whippet Four has been retained in the new models, while the Whippet Six braking system has been modified with the adoption of the Duo Servo, two-shoe brake, which is declared to be the latest development in outstanding braking equipment.

Greatest Sales Year. Both the Willys-Overland Company and the John N. Willys Export Corporation have just completed the greatest year in their

respective histories, with each month since last January setting new sales and production records. Now the company is rapidly launching into the greatest car building schedule of its history and is expected to reach capacity production in a short time—approximately 1,500 cars a day as compared with 2,500 cars a day just a year ago.

In spite of the tremendous increases made during the past twelve months, President John N. Willys is confident that, with the new lines of Superior Whippet Fours and Sixes bringing high priced car beauty to the low price field, 1929 will be an even greater year for Willys-Overland than the one just closing.

LOVELY LINES!!
SURE
IT'S A
"VAUXHALL"

AUTO ACCESSORIES

THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Rd. C.

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Batteries,
etc., etc.



Electric
Accessories,
etc., etc.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
 BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
 CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
 CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
 OAKLAND.—Lane, Crawford, Ltd.
 OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
 PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 PONTIAC.—Lane, Crawford, Ltd.
 ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
 VAUXHALL.—Lane, Crawford, Ltd.
 WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.
 WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C, Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
 FARGO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
 MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
 REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
 WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
 NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
 ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
 MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
 MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

NEW CHRYSLER ENGINEERING AND CRAFTSMANSHIP

And now, as a climax to a brilliant year of automotive progress comes the new Chrysler Imperial.

In the nine custom body styles of the new series, it is apparent that cost has not been a factor. On closed cars the garnish mouldings are genuine walnut, with a buried inlay outlined in pewter. Hardware, dome light and corner lights reflect a new attainment in metal-craft. The indirectly-lighted instrument panel, truly an objet d'art finished in black and gold, immediately distinguishes itself. Features assuring luxurious comfort are liberally incorporated. Adjustable driver's seat (except in the Sedan-Limousine, which is equipped with a glass partition between the compartments). Form-fitting cushions. Folding centre arm-rest. Dome light and running-board courtesy lights that operate automatically. Vanity cases, smoking sets and side arm-rests. Special tool compartments adapted to individual models. and a host of other refinements. The front end is of slender, forged

steel construction, permitting greater visibility by eliminating "blind spots." Windshields on the closed cars are "vertical-ventilating," of non-shatterable glass, of which the windows are also made.

There is no counterpart either in this country or abroad for the fluted, "slender-profile" radiator shell which not only affords welcome relief from the enormous designs of the past, but also enhances the lengthy appearance of the hood. All Imperial bright work is finished in costly, enduring chromium plating. Such ultra-modern style innovations as the new bowl-shaped headlamps assembled with the arched tie-rod, the embossed louvre panels, the arched window silhouettes, the "air-wing" full crown fenders, the small diameter wheels, all contribute to the eye-appealing harmony of these fleet, powerful Imperials.

Of course, Imperial devotees will continue to enjoy the increased riding smoothness that results from the long springs anchored in block of live rubber, functioning in conjunction with the hydraulic shock absorbers. Unusual braking power is available in the quick-

(Continued on Next Column.)

COLOUR BLINDNESS

MALE MOTORISTS SAID TO
BE WORSE
A BIG ASSERTION

An assertion that 25 per cent. of men were colour blind, but that no women were colour blind, was made to the Royal Commission on Transport, presided over by Sir A. Griffith-Boscawen.

Mr. Mervyn O'Gorman, on behalf of the Royal Automobile Club, was questioned upon the opinion he had expressed that there should be lines on pavements to limit the space occupied by people gazing into shop windows.

He replied that in order that pedestrians should not be run over they should walk on the left of the pavement, but their complaint was that they could not do so as people were always shop-gazing.

Mr. O'Gorman stated that he was not in favour of a test before a driving licence was issued. He did not think it would add a fraction to the safety of the public on roads if driving tests were introduced.

On the point of coloured warning lights on cars, he declared that red ought to be abolished as an indication of danger.

Mr. Walter Smith—You could not have different systems of colour for different systems of traffic. It would mean a complete revision of the whole system.

Mr. O'Gorman replied that 25 per cent. of men were colour blind, but no women were colour blind. He thought that a man who was completely deaf was well able to drive a car. Speed limits were opposed to the whole principle by which safety could be ensured.

Motorists should be warned by signs as to the nature of the road they were approaching.

Pedestrian's Dilemma
Mr. O'Gorman, in regard to traffic control, remarked that he did not think the training of a policeman put him in a right frame of mind to organise a traffic flow. He was not convinced that automatic signals could be worked effectively in such an irregularly laid out city as London.

Sir Matthew Wallace asked what a pedestrian was to do when he wanted to cross a busy road with two-way traffic.

Mr. O'Gorman—Get run over, I suppose, unless he shows what his intention is. If he refuses to show his intention he has got to be run over.

Sir M. Wilson—If there is only one pedestrian, what is he to do? If only one pedestrian wanted to cross the road he would be such a phenomenon that motorists would stop to watch him.

What signal should he give? There should be some agreed signal.

In reply to Major H. E. Crawford, M.P., Mr. O'Gorman held that the transport facilities in London should be replanned. At present it was impossible to drive from the back of Euston Station to the back of Waterloo Station without passing through congested streets. If back thoroughfares were marked "ring," people would see how to get round them.

(Continued from previous Column.)

action hydraulic internal-expanding brakes, with the braking surfaces fully protected against "outside" elements.

Chrysler's latest achievement in the field of high-compression engines, the "Silver-Dome," using any grade of gasoline and developing 100 horse-power, is standard. It differs not only in instantaneous acceleration and power equal to the severest requirements, but quiet smoothness that seems absolutely unreal. This engine features such developments as Chrysler's 7-bearing counter-weighted crankshaft; Iso-Therm pistons; rubber engine mountings; impulse neutralizers; and many more.

The new Imperial expresses the Chrysler ideal of what a superlatively fine, large motor car should be.

Here's one of first pictures to arrive from the disaster showing bodies of victims being transported to Ferry Road by ambulance.

A fire which developed when two trans-Continental Canadian Northern Railway trains met in head-on collision near Drover, Ontario, Canada, accounted for large death toll, numbering 20.

(Continued on Next Column.)

A THIRD HAND?

DIRECTION INDICATOR
FOR MOTORISTS
LOCAL POLICE APPROVES

Hand signalling would meet every requirement of the motorists if he had three hands and if it never grew dark.

It is when you have to steer with one hand, change gear with the other that you will find how difficult, nay, impossible, to indicate to the policeman which way you want to go. You then realise that two hands are not sufficient.

Then, again, in the dark you realise how futile it is to thrust out a hand which cannot be seen. It is inconvenient to open windows and thrust out hands in wet weather—it is neither convenient for the driver nor the passengers—especially in saloons.

Hand signalling certainly does not meet every case—motorists need something more, something definite. They need a simple and reliable direction indicator, which will function on the instant and never give cause for complaint. Also an indicator which can be seen at night.

The essential function of the indicator must be to the motorists a third hand. It must act quickly and efficiently. It must fulfil its purpose under all conditions, and there must be no doubt about its effectiveness.

The B. & S. Everyway Indicator answers this purpose. It is the best signalling device on the market, and the local Police have approved of it. Before long we may see that every car in the Colony will be equipped with one.

What It Is
Its construction is very simple consisting of an aluminium arrow with red celluloid windows illuminated when in a signalling position only, by an electric bulb inside.

It is operated with a dial-like movement and is capable of indicating every direction to the front and all necessary directions to the rear, and is controlled by a single lever in a convenient position inside the car.

The movement of the lever and the arrow are synchronised so that the motorist does not need to look where the arrow is pointing. If the control lever is up so is the arrow. The lever and the arrow must work together and there is nothing to get out of order. The lever automatically stops at each signalling position. Immediately the arrow comes to a direction position it is illuminated by a positively operated switch which is also designed to give free service.

Water, Rust and Dirt Proof
The arrow and exterior parts are made of aluminium and are water-proof, rust-proof and dirt-proof. The arrow can be quickly taken apart to allow a new bulb to be fitted when that becomes necessary. All cables are totally enclosed and do not move at all. Only the arrow and control lever move, there is therefore no fear of fracture or failure. The arrow fitting attaches to the top of the windscreen side-pillar and in a position slightly in front of the windscreen—this gives it extraordinary prominence.

When desired a mirror can be combined with the fitting so doing away with too many attachments, but an ordinary mirror can be fitted without in any way interfering with the indicator or obstructing the driver's vision.

The whole contrivance is wonderfully simple and lasts as long as the car—there is nothing to go wrong and moving parts are absolutely a minimum necessary for such a device.

You can get a B. & S. Everyway Indicator equipped at the Republic Motor Company, 32, Des Voeux-road Central.

A baker's van, a taxi, a tramcar, a steam wagon, and a private car were in collision on the Embankment, near Westminster. The baker's van was totally wrecked, and the taxi-cab's engine was put out of action, but no one was hurt.

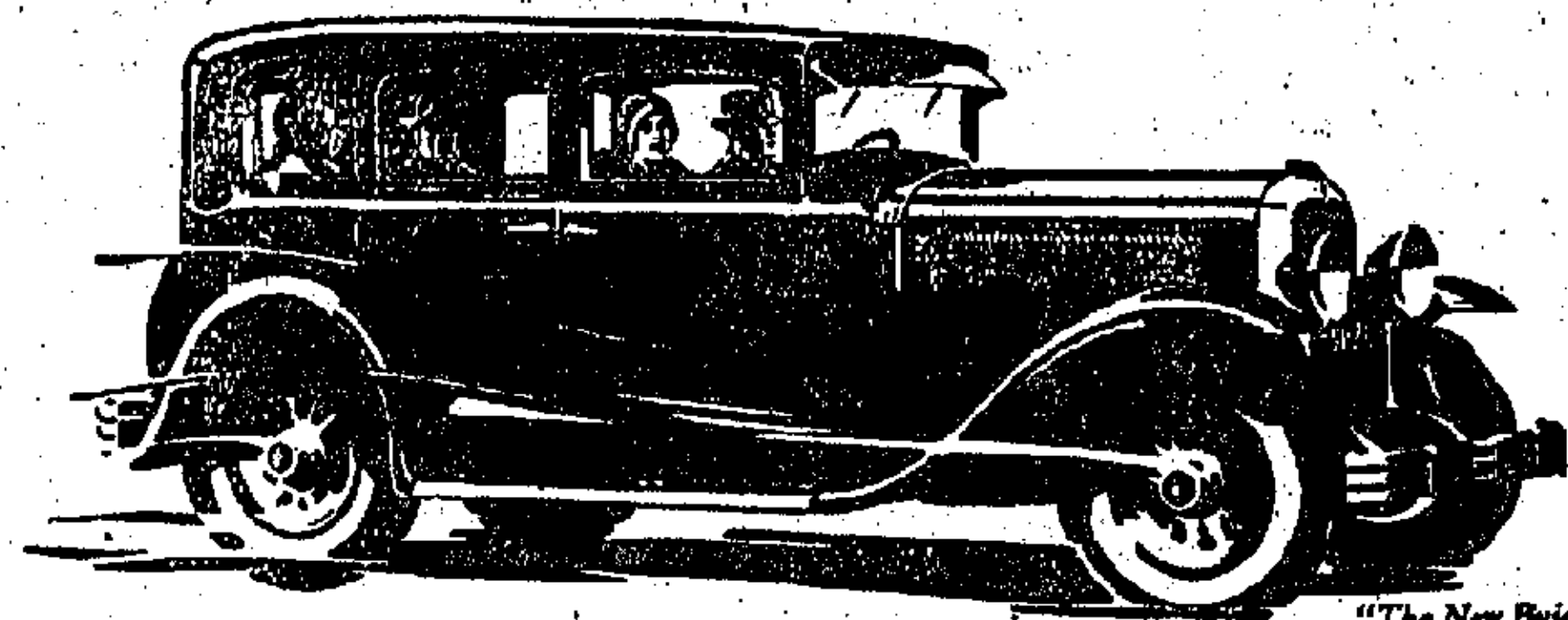
(Continued at foot of next Column.)

Canadian Motor Crash



Here's one of first pictures to arrive from the disaster showing bodies of victims being transported to Ferry Road by ambulance. A fire which developed when two trans-Continental Canadian Northern Railway trains met in head-on collision near Drover, Ontario, Canada, accounted for large death toll, numbering 20.

Get behind the wheel
and Get the facts!



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You want the finest—you want the best—you want your next car to meet your highest expectations... The only way to be sure is to drive before you decide... and driving will lead you to Buick as surely as this dynamic car incorporates an entirely new, a revolutionary, order of performance!

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—that it delivers fullest measure of all the qualities that motorists desire... and that this is the vital reason why more than twice as many people purchase Buicks as any other automobile listing over \$1200!

Buick Motor Company, Flint, Michigan
Division of General Motors Corporation

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Tel. C. 4821.

AIR-COOLED MOTORS

MANUFACTURE AND SALE
OF NEW ENGINE

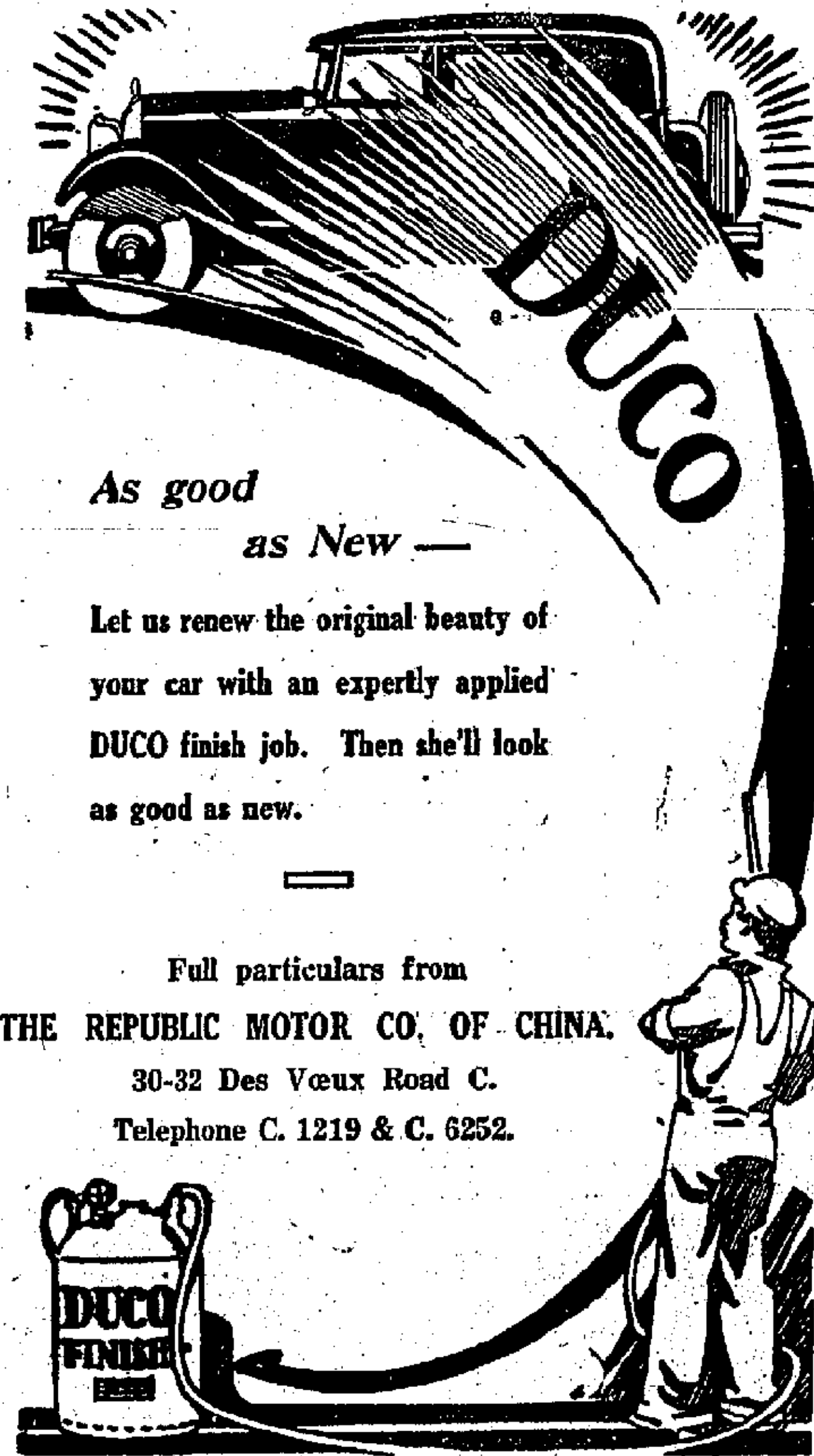
THOROUGHLY EFFICIENT

A luncheon was given by Air-Cooled Motors, Limited, at the Savoy Hotel, London. Sir Alfred Hays-Smith, who presided, said that the market for private cars in highly developed countries such as Great Britain was but a very small proportion of the total sphere for air-cooling.

The scope of air-cooling was, first, in countries where extremes of climate make the use of water-cooled engines virtually impossible, for instance, in extreme cold countries such as Canada, Russia, and Scandinavia, or hot climates such as India and Africa, or where water is not readily obtainable such as Iraq and desert routes generally. Secondly, in the important sphere of military transport, especially in vehicles such as tanks and artillery tractors that are subject to shell and

Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6252.

(Continued at foot of next Column.)



As good
as New —

Let us renew the original beauty of your car with an expertly applied DUCCO finish job. Then she'll look as good as new.

Full particulars from
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30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6252.

rifle fire. Thirdly, for general utility purposes, where the weight and complication of water-cooling at present precludes the international combustion engine altogether or imposes a very serious handicap on its use, for example, commercial vehicles, tractors, platform trucks, road-drilling machines, and motor-boats.

Important Experiment.

The S.A.R.A. Company, of France, with works near Paris, was known to the average motorist as producing air-cooled cars in a comparatively small way. Important experiments were going on in the works to overcome one-by-one the difficulties of air-cooling, and evolve a scientific system that would be applicable to engines for world-wide use. Under the S.A.R.A.

system the air is delivered by a blower into a curved longitudinal casing situated at the top of the cylinders and is directed in suitably proportioned volume downwards along the ribbed cylinders. Thus the cooling is uniform, and is not dependent on the speed of the vehicle.

Keen competition developed between various groups to secure the world's rights for the manufacture and sale of the new engine in its final form. A British syndicate won the day, and the result was the flotation of Air Cooled Motors (Patent Company), Ltd., to handle this business. The various sizes of engines had passed official and commercial tests with every satisfaction, and arrangements for their manufacture had already been made with Clement-Talbot, Ltd.

PACKARD. PLYMOUTH.
CHRYSLER. DE SOTO
Motor Cars.
Sole Agents —
REPUBLIC MOTOR COMPANY
OF CHINA.

30-32, Des Voeux Road C.
Tel. C. 1219 and C. 5232.

The China Mail

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1846

HONG KONG, THURSDAY, MAY 2, 1929.

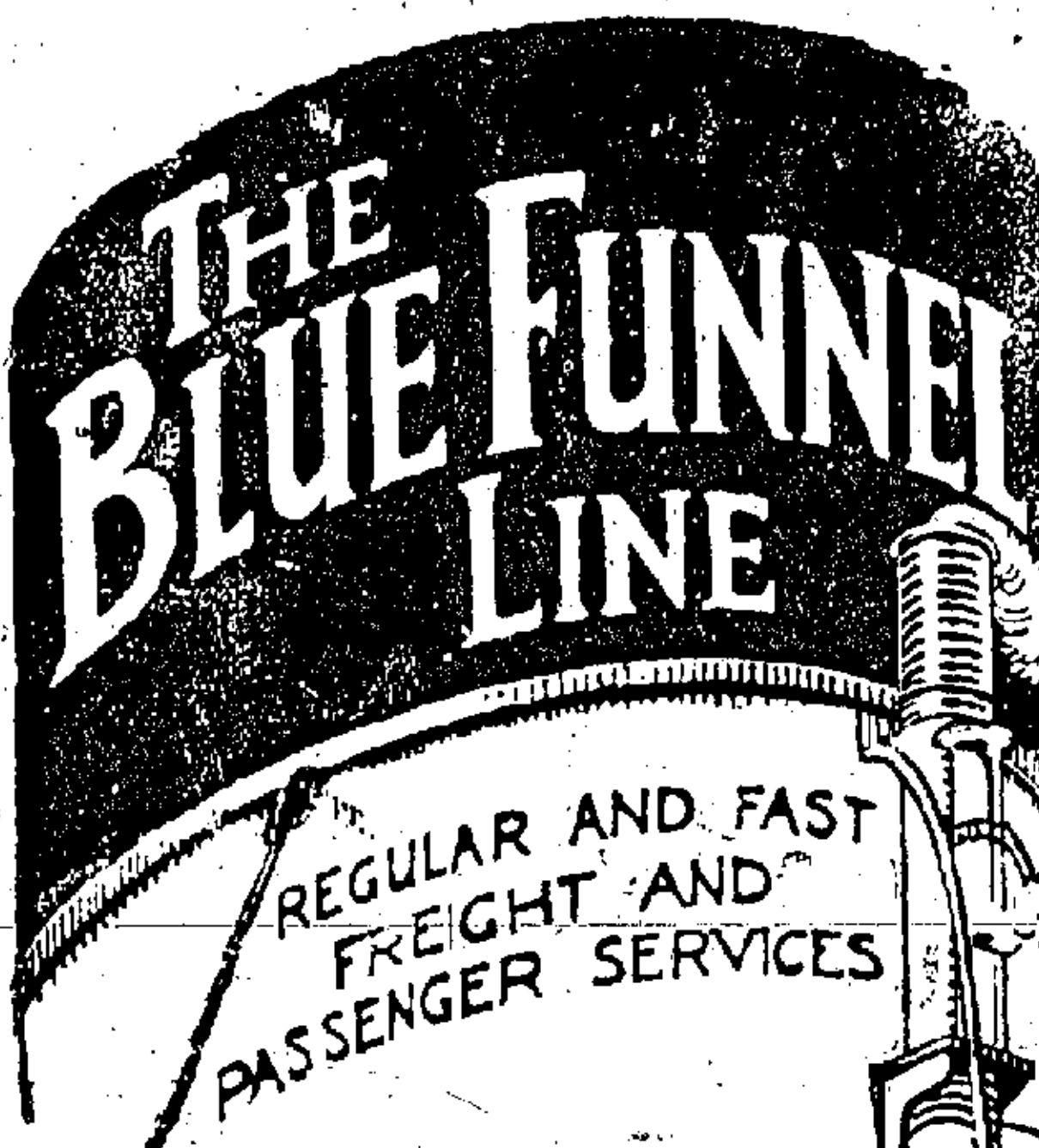
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LONDON SERVICE

"HECTOR" 15th May Marseilles, London, Rotterdam & Glasgow
"DIOMED" 28th May Marseilles, London, Rotterdam & Hamburg
"AENEAS" 11th June Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE

"GLAUCUS" 2nd June Genoa, Havre, Liverpool & Glasgow
"CYCLOPS" 15th June Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA
"IXION" 11th May Victoria, Vancouver & Seattle
"TYNDAREUS" 1st June Victoria, Vancouver & Seattle

NEW YORK SERVICE

"HEXENHOL" 8th May New York, Boston & Baltimore
"NEKLIS" 5th June New York, Boston & Baltimore

INWARD SERVICE

"AENEAS" Due 5th May For Shanghai, Taku & Dairen
"LYCAON" Due 10th May For Shanghai, Kobe & Yokohama

PASSENGER SERVICE

"HECTOR" 15th May Singapore, Marseilles & London
"AENEAS" 11th June Singapore, Marseilles & London
*Sails at daylight

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to —

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

The Hong Kong Postal Guide for 1929 is now on sale at the G.P.O. and Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

From THURSDAY, MAY 2.

Japan Takliwa

Shanghai and Amoy Kanchow

FRIDAY, MAY 3.

Japan, Shanghai and Europe via Siberia Haruna Maru

Europe via Negapatnam (Letters only, London, 4th April) Hong Hwa.

SATURDAY, MAY 4.

Shanghai Nagpore

Shanghai and Swatow Szechuen

U.S.A., Honolulu, Japan and Shanghai Pres. Van Buren

SUNDAY, MAY 5.

Europe via Negapatnam (Papers only, London, 4th April) Kutsang

Straits Perim

OUTWARD MAILS.

For THURSDAY, MAY 2.

Amoy Liangchow 3.30 p.m.

Sam Shui and Wuchow Chung On 4 p.m.

Japan Delhi 4.30 p.m.

Saigon Clara Jebson 5 p.m.

FRIDAY, MAY 3.

Swatow, Amoy and Poochow Hsi Ching 1 p.m.

Formosa Fukju Maru 2.30 p.m.

Tourane Chung Kong 3.30 p.m.

Straits Takliwa 5 p.m.

SATURDAY, MAY 4.

Manila Haruna Maru (Due Marseilles, 2nd June.) 5 p.m.

Amoy Pres. Van Buren 5 p.m.

SUNDAY, MAY 5.

Bangkok via Swatow Kiangsu 9 a.m.

Swatow, Amoy and Formosa Hozan Maru 9 a.m.

MONDAY, MAY 6.

Amoy Kutsang 8.30 a.m.

Straits, Mombasa, Lourenco Marques, and South Africa Hakata Maru 2.30 p.m.

Japan, Honolulu, Canada, U.S.A., C. & S. America and *Europe via San Francisco President Jackson (Due San Francisco, 29th May.) 5 p.m.

Shanghai and Europe via Siberia President Jackson 5 p.m.

*Correspondence bearing vessel's name only.

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HOUSE OF COMMONS & DISARMAMENT

MORE QUESTIONS

SHIPS BEING BUILT NOT TO BE INTERFERED WITH

GOVERNMENT'S ATTITUDE

London, Yesterday:

In the House of Commons, at question time, Comdr. Kenworthy suggested that in view of Mr. Gibson's proposals at Geneva the Government retard their programme of warship construction.

Mr. W. C. Bridgeman (First Lord of the Admiralty) said that work on ships being built would proceed, but pointed out that it was not proposed to lay down ships under the 1929 programme till towards the end of the financial year. He was of opinion that it would be premature to delay further expenditure before they knew exactly what the proposals are, because premature action would not only not improve chances of agreement but would disturb the work at the dockyards.

Replying to a question as to whether the Government proposed to recommence the naval conversations with America and Japan, interrupted at Geneva in 1927, Mr. G. Locker-Lampson (Under-Secretary for Foreign Affairs) said the Government were studying the suggestion outlined by Mr. Gibson, and when the full proposals were available they would proceed with the discussion in the way seeming to offer the best possibilities of success.—Reuter.

CHINESE BISHOP

CONSECRATED IN ROME: NOW RETURNING

TCHANG'S FAMILY

Rome, Yesterday. The Right Rev. Tchang, the new Chinese bishop, who was consecrated here, left for home via the trans-Siberian Railway, accompanied by Mr. Van Dyck, apostolic vicar of Suiyuan.

Tchang's family have been Catholic for three generations and three of his sisters are nuns.—Reuter.

INDIAN PRESS

THE "NEW FORWARD" STARTED IN CALCUTTA

Calcutta, Yesterday. The Swarajist newspaper "Forward" (against which £11,250 damages were recently awarded in the High Court in Calcutta) has discontinued publication. It will be succeeded by the "New Forward".—Reuter.

SMALL-POX

ORDER TO BRITISH NAVAL RATINGS

London, Yesterday. All naval ratings not vaccinated within the last five years have been ordered to be vaccinated in view of the prevalence of small-pox.—Reuter.



POWER and tenderness mingle together in this great drama, whose swirling action is heightened by the background of the Russian revolution.

AT THE MAJESTIC TO-DAY TO SATURDAY at 2.30, 5.20, 7.15 and 9.15 p.m. NATHAN ROAD, KOWLOON.

COURT-MARTIAL

CHARGE AGAINST K.O.S.B. CORPORAL

EVIDENCE BY THE BARBER

The District Court Martial which is trying Corporal Charles Hendry, of the 2nd Battalion, King's Own Scottish Borderers, on fifteen charges of converting money to his own use whilst employed as clerk to the President of the Regimental Institute during 1928, was resumed at Scandal Point this morning.

The Court sat at 10.45 and the first witness called to-day was Alla Rakka, the regimental barber. He said that he paid to the P.R.I. K.O.S.B., rent for his barber's shop, rebate and lighting bill.

Objection To Evidence

Mr. Somerset Fitzroy, the Judge Advocate, objected to Mr. R. A. Wadson (prosecuting for Capt. Perfect, K.O.S.B.) producing the evidence of this witness unless coun-

SHOWERY

This morning's weather report issued by the Royal Observatory states:

A depression is situated over south-west China. Pressure is relatively high over south Manchuria and in the vicinity of the Bonins.

Forecast: — South winds, moderate; fair to showery.

cel could show that it related to any of the specific charges brought against the accused.

Counsel, whilst admitting that the evidence of this witness did not relate to the specific charges, argued that it was the general system of accounting to bring such evidence. He stated that until it was proved that money was actually lost one could not prove a charge of stealing. This evidence must be admitted to show that money to the amount lost or above that amount was actually missing.

The Judge Advocate, whilst expressing doubt as to the admissibility of the evidence, decided to take it, and the Court would consider the point at a later stage.

Receipts For Rent

Proceeding with his evidence, Alla Rakka said that he did not keep any books. He thought, however, that during 1928 he must have paid about \$300 to the P.R.I. His rent varied from \$10 to \$15 per month, and the rebate amounted to about \$15 per month. He had paid rent and rebate during the whole of 1928.

These payments were made by him monthly personally. He always tendered payment to the accused in cash and got receipts from him.

Asked if he had the receipts in his possession, witness replied that he had handed them over to Emam Din, son of Hadji Ali Mohamed, proprietor of Gulam Naba and Son, regimental tailors. He was told that the receipts were required by the adjutant, but no reason was given for this demand.

Replying to Mr. D. L. Strellett, for the accused, witness said that he handed over two or three receipts to Emam Din at Murray Barracks. He was told by a man who had come from camp that the adjutant wanted to see his receipts. He had more receipts than those he had handed over to Emam Din, but he had lost

"THE DREAM OF AN IDEALIST"

OPTIONAL CLAUSE

CHANCELLOR'S EXPLANATION TO VISCOUNT CECIL

DISCUSSION PREMATURE

London, Yesterday.

The House of Lords rejected, by 26 votes to 19, Lord Cecil's motion "that the time had come for Great Britain to sign the optional clause as to the Hague Court."

The Lord Chancellor, (Lord Hailsham) declining the motion, said that to sign it might be the dream of an idealist but hardly the act of a responsible statesman. He hoped the time would come when it would be possible for the British Empire to accept compulsory jurisdiction of the Hague Court. But the Government were unable to accept a motion in the teeth of resolution adopted by the Imperial Conference in 1926, when the Anglo-American Arbitration Treaty was the most urgent problem of its kind with which they had to deal and when the question of reservations were necessary, as regards the optional clause, which had not been discussed or agreed along with the Dominions.

Arbitration Treaty

The Lord Chancellor added that the proposals of the Anglo-American Arbitration Treaty were now being discussed with the — Dominions, and it would be one of the first duties of the Government, after the election, to arrive at a satisfactory conclusion as to the course which the Dominions agreed was desirable before embarking on the optional clause.—Reuter.

"FLAPPER VOTE"

ITS EFFECT IN THE COMING ELECTION

OUTNUMBERING MEN

London, Yesterday.

The importance of the "Flapper Vote" at the General Election is indicated by the first batch of voters' lists. Women outnumber men in 104 out of 116 returns so far—out of 615 constituencies.—Reuter.

some. He knew that he had received at least one receipt each month during 1928, so that he should have had at least 12. He had them on a string, and lost the string.

A "Curiosity"?

Mr. Strellett produced a receipt made out by the accused for \$33 and dated February 1, 1928, remarking that most curiously it was amongst Gulam Naba's receipts.

Counsel submitted that this particular receipt was the only one which he had handed over to Emam Din.

Witness: "No."

Counsel: I go further and say that this was the only receipt you got in 1928?—No.

Mr. Strellett: Up to June, 1928, the \$33 was the only amount you paid to accused. Then in July you paid \$15 and in October \$15?—No. I have also paid other amounts for rent and lighting. All these amounts were paid by me personally to the accused.

A Different Excuse?

Mr. Strellett was proceeding to submit to the witness that in a statement he had made previously in the summary of evidence he had given a different excuse for non-production of his receipts, when the Judge Advocate objected to counsel making reference to the summary of evidence before he had first got from the witness a denial of any statement made in the summary.

Mr. Strellett replied that he was merely trying to show the difference in the witness's statements, but he did not press his point.

Replying to the Judge Advocate who questioned him with a view to clearing up this point, the witness said that he did not leave Hong Kong during 1928. He had changed house in 1928, however. He always kept his receipts at his house and when he moved he was sure that he had taken these receipts with him to the new house. When he came to look for them in the new house, however, he could not find them. The case is proceeding.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 1/11 7/16.

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